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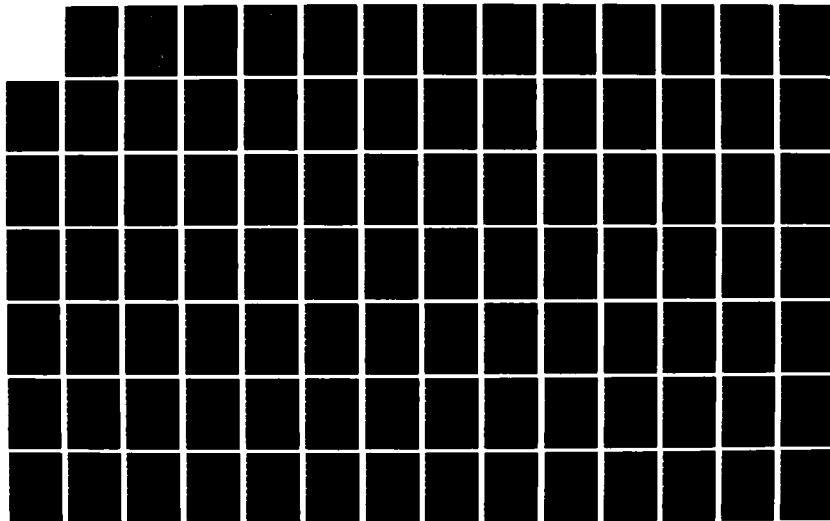
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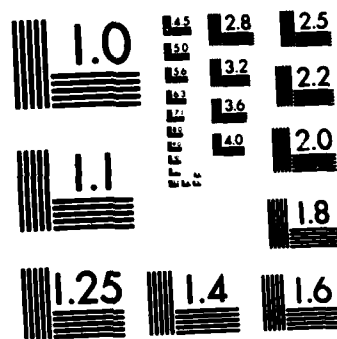
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FAA Statistical Handbook of Aviation is a convenient source for historical data. It presents statistical information pertaining to the Federal Aviation Administration, the National Airspace System, Airports, Airport Activity, U.S. Civil Air Carrier Fleet, U.S. Civil Air Carrier Operating Data, Airmen, General Aviation Aircraft, Aircraft Accidents, and Imports/Exports and Aeronautical Production.

Reporting period:	Calendar Year
Latest edition:	1983 data
Order from:	National Technical Information Service or U.S. Government Printing Office

Date 1984 information will be available.	Varies on subject matter
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Date next publication is scheduled:	December 1985 (1984 data)
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U.S. Civil Airmen Statistics is an annual study of detailed airmen statistics. It contains calendar year statistics on pilots and nonpilots and the number of certificates issued.

Reporting period:	Calendar Year
Latest edition:	1983 data
Order from:	Management Standards & Statistics Division or National Technical Information Service

Date 1984 information will be available.	March 1985
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Date next publication is scheduled:	June 1985 (1984 data)
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Census of U.S. Civil Aircraft is an annual publication that includes statistical data on the registered civil fleet, air carrier aircraft, and general aviation aircraft--both registered and active, detailed reports for general aviation aircraft by owner's state and country, and registered aircraft by make and model.

Reporting period: Calendar Year
Latest edition: 1983 data
Order from: National Technical Information Service
or U.S. Government Printing Office

Date 1984 information
will be available: May 1985

Date next publication
is scheduled: September 1985 (1984 data)

FAA Air Traffic Activity furnishes terminal and en route air traffic activity information (i.e., operations, flight plans filed) of the National Airspace System. The data is from the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, Flight Service Stations, and Approach Control Facilities.

Reporting period: Fiscal Year
Latest edition: 1983 data
Order from: National Technical Information Service

Date 1984 information
will be available: January 1985

Date next publication
is scheduled: April 1985 (1984 data)

General Aviation Pilot and Aircraft Activity Survey includes data on the type and source of aircraft flight plan and weather information services, trip length in time and distance, pilot age and certification, estimates of total 1981 general aviation operations, fuel consumption and aircraft miles flown. The survey was conducted by the Federal Aviation Administration with the assistance of the Civil Air Patrol.

Reporting period: Survey conducted in 3-year intervals
Latest edition: 1981 data
Order from: National Technical Information Service
(Refer to: FAA-MS-83-1)

Date 1984 information
will be available: November 1986 (1984 data)

Date next publication
is scheduled: January 1987 (1984 data)



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General Aviation Activity and Avionics Survey presents the results of the General Aviation Activity and Avionics Survey conducted to obtain information on the activity and avionics of the U.S. registered general aviation aircraft fleet. The survey reveals estimated flying time of the active general aviation aircraft, and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Estimates are included on fuel consumption, lifetime airframe hours, avionics, and engine hours.

Reporting period:	Calendar Year
Latest edition:	1982 data
Order from:	National Technical Information Service or U.S. Government Printing Office

Date 1983 information will be available:	August 1984
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Date next publication is scheduled:	November 1984 (1983 data)
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FAA Directory published twice each year, it contains six sections of data: Washington/Region/Center headquarters; field facilities; regional area maps and organizational charts; alphabetical listing; special interest groups; and, a glossary.

Reporting period:	Every six months
Latest edition:	May 1984
Order from:	Government Printing Office

Date next publication is available:	Mid-December 1984 (November 1984 Edition)
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Airport Activity Statistics of Certificated Route Air Carriers joint publication of the Federal Aviation Administration and the Civil Aeronautics Board furnishes airport activity of the certificated route air carriers. Included in the data are passenger enplanements, tons of enplaned freight, express and mail. Both scheduled/nonscheduled service and domestic/international operations shown by airport and carrier are included. This report includes departures by airport, carrier and type of operation, and type of aircraft.

Reporting period:	Calendar Year
Latest edition:	1983 data
Order from:	National Technical Information Service or Government Printing Office

Date 1984 information will be available:	August 1985
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Date next publication is available:	November 1985 (1984 data)
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PREFACE

The FAA Statistical Handbook of Aviation is published annually by the Federal Aviation Administration (FAA). Its prime purpose is to serve as a convenient source for historical data and to assist in evaluating progress. This edition contains data on major civil aviation activities for the period ending December 31, 1983.

The handbook should provide a valuable source of information for the Department of Transportation (DOT), operating offices of the FAA, the Civil Aeronautics Board (CAB), and other government agencies, as well as nongovernment organizations interested in aviation.

Chapter I deals with the FAA and its functions. This section also includes a comparison of the agency's appropriations from fiscal years 1980-1984, and the agency's personnel complement for 6-month intervals from June 30, 1974, to December 31, 1983.

National Airspace System data reflecting the fiscal and calendar year workload of the FAA air traffic facilities--terminal and en route--are contained in Chapter II. This chapter contains air traffic activity reported by FAA-operated airport traffic control towers, air route traffic control centers, and domestic and international flight service stations.

Selected statistics concerning the Nation's airport facilities are presented in Chapter III by state within FAA regions. In addition to the total count of these facilities, this chapter includes statistics pertaining to the physical characteristics (paved vs. unpaved runways, lighted vs. unlighted runways, length of runways, etc.), size of populated areas served, funds allocated for airport development, etc.

Airport activity statistics comprising Chapter IV were prepared from data published in the calendar year 1983 edition of Airport Activity Statistics of Certificated Route Air Carriers, which is issued jointly by the CAB and the FAA. In addition, this chapter presents individual passenger and traffic activity data from some of the Nation's international airports.

The U.S. civil air carrier fleet, as of December 31, 1983, is described in detail in Chapter V. These statistics were developed from monthly Aircraft/Engine Utilization Reports submitted by the air carrier operators. The aircraft population discussed here is not an inventory of the aircraft owned by the air carriers, but represents the aircraft actually used by the air carrier fleet during December 1983.

U.S. civil air carrier operating data--revenue passenger miles flown, available seat-miles and enplanements, revenue ton-miles flown, revenue aircraft miles flown, personnel, payroll, average salary, and operating revenues and expenses of the certificated route air carriers--are presented in Chapter VI. These statistics were obtained from schedules submitted by the certificated route air carriers to the CAB.

The airmen data shown in Chapter VII were obtained from official airmen certification records maintained by the FAA's Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma.

The general aviation aircraft data presented in Chapter VIII were collected from the General Aviation Activity and Avionics Survey. Numbers of active aircraft and hours flown are shown for each aircraft type.

Aircraft accidents, both air carrier and general aviation, appear in Chapter IX. These data were furnished by the National Transportation Safety Board (NTSB). There have been major changes to data reported by NTSB which were dictated by deregulation and by the proliferation of

small, regional airlines and commuters. (These changes begin with the 1981 data.)

Aeronautical production and imports/exports are summarized in Chapter X. The production information was obtained from reports submitted to the U.S. Bureau of the Census by all known producers of complete aircraft and aircraft engines. Imports/exports data were obtained through Aerospace Industries Association, Inc. based on Bureau of the Census data from special monthly compilation of annual reports FT-446 and FT-410, respectively.

The FAA Statistical Handbook of Aviation is prepared by the Statistical Analysis Branch, Management Standards and Statistics Division, Office of Management Systems, with the cooperation of other FAA and DOT offices. Appreciation is expressed to the Civil Aeronautics Board, U.S. Bureau of the Census, U.S. Department of Labor, Interstate Commerce Commission, Immigration and Naturalization Service, the National Transportation Safety Board, and many municipalities and private organizations for their assistance.

TABLE OF CONTENTS

	<u>Page</u>
ORDERING INFORMATION.....	v
MANAGEMENT STANDARDS AND STATISTICS DIVISION PUBLICATION INFORMATION.....	vi
PREFACE.....	ix
I. THE FEDERAL AVIATION ADMINISTRATION.....	1
1.1 FAA Appropriations: FISCAL YEARS 1980 - 1984.....	3
1.2 FAA Civilian Employees at End of FISCAL and CALENDAR YEARS 1974 - 1983.....	4
1.3 Number of Total FAA Employees as of December 31, 1974 - 1983..	5
II. THE NATIONAL AIRSPACE SYSTEM.....	7
2.1 U.S. Air Route Airway Mileage: 1974 - 1983.....	8
2.2 FAA Air Route Facilities and Services: 1974 - 1983.....	9
2.3 Air Traffic Activity at Air Route Traffic Control Centers, by Aviation Category: FISCAL YEARS 1979 - 1983.....	12
2.4 Air Traffic Activity at Airport Traffic Control Towers, by Aviation Category: FISCAL YEARS 1979 - 1983.....	13
2.5 Air Traffic Activity at FAA Facilities, by Aviation Category: FISCAL YEARS 1979 - 1983.....	14
2.6 Air Traffic Activity at Flight Service Facilities: FISCAL YEARS 1979 - 1983.....	15
2.7 Aircraft Contacted at Flight Service Facilities, by Aviation Category: FISCAL YEARS 1979 - 1983.....	16
2.8 Top 25 FAA-Operated Airport Traffic Control Towers, by Rank Order of Total Operations and by Aviation Category including Air Carrier Rank: FISCAL YEAR 1983.....	19
2.9 Top 25 FAA-Operated Airport Traffic Control Towers, by Rank Order of Air Carrier Operations and by Aviation Category including Total Operations Ranks: FISCAL YEAR 1983.....	20

TABLE OF CONTENTS (Continued)

	<u>Page</u>
2.10 Total FAA Air Traffic Activity by Region and State, and by FAA-Operated Towers, Air Route Traffic Control Centers, and Flight Service Stations/International Service Stations: FISCAL YEAR 1983.....	21
2.11 Air Traffic Activity at Air Route Traffic Control Centers, by Aviation Category: CALENDAR YEARS 1979 - 1983.....	24
2.12 Air Traffic Activity at Airport Traffic Control Towers, by Aviation Category: CALENDAR YEARS 1979 - 1983.....	25
2.13 Air Traffic Activity at FAA Facilities, by Aviation Category: CALENDAR YEARS 1979 - 1983.....	26
2.14 Air Traffic Activity at Flight Service Facilities: CALENDAR YEARS 1979 - 1983.....	27
2.15 Aircraft Contacted at Flight Service Facilities, by Aviation Category: CALENDAR YEARS 1979 - 1983.....	28
2.16 Top 25 FAA-Operated Airport Traffic Control Towers, by Rank Order of Total Operations and by Aviation Category including Air Carrier Rank: CALENDAR YEAR 1983.....	31
2.17 Top 25 FAA-Operated Airport Traffic Control Towers, by Rank Order of Air Carrier Operations and by Aviation Category including Total Operations Rank: CALENDAR YEAR 1983.....	32
2.18 Total FAA Air Traffic Activity by Region and State, and by FAA-Operated Towers, Air Route Traffic Control Centers, and Flight Service Stations/International Flight Service Stations: CALENDAR YEAR 1983.....	33
III. AIRPORTS.....	35
3.1 Airports on Record with FAA: 1974 - 1983.....	35
3.2 U.S. Civil and Joint-Use Airports, Heliports, Stolports, and Seaplane Bases and Reported Abandonments on Record, by FAA Region and State: December 31, 1983.....	36
3.3 U.S. Civil and Joint-Use Airports, Heliports, Stolports, and Seaplane Bases on Record, by Type of Ownership: December 31, 1983.....	38
3.4 U.S. Civil and Joint-Use Airports, Heliports, Stolports, and Seaplane Bases on Record, by Length of Longest Runway, by FAA Region and State: December 31, 1983.....	40

TABLE OF CONTENTS (Continued)

	<u>Page</u>
3.5 U.S. Civil and Joint-Use Airports, Heliports, Stolports, and Seaplane Bases on Record, by FAA Region and State and Other Areas: December 31, 1974 - 1983.....	42
3.6 Airport Improvement Program: FISCAL YEAR 1983.....	44
IV. AIR CARRIER PASSENGERS.....	47
AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS.....	49
4.1 Certificated Route Air Carriers as of December 31, 1983.....	52
4.2 Airline Traffic Enplaned at U.S. Stations: 1974 - 1983.....	53
4.3 American Flag Airline Traffic Enplaned at Territorial U.S. Stations: 1974 - 1983.....	54
4.4 American Flag Airline Traffic Enplaned at Foreign Stations: 1974 - 1983.....	55
4.5 Summary of Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail, by Type of Operation, by Type of Service, by Carrier Group, and by Air Carrier: 12 Months Ending December 31, 1983.....	56
4.6 Summary of Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail, by Type of Operation, by Type of Service, and by State and Country: 12 Months Ending December 31, 1983.....	61
4.7 Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail in Total Operations, All Services at Large Air Traffic Hubs: 12 Months Ending December 31, 1983.....	69
4.8 Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail in Total Operations, All Services at Medium Air Traffic Hubs: 12 Months Ending December 31, 1983.....	71
4.9 Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail in Total Operations, All Services at Small Air Traffic Hubs: 12 Months Ending December 31, 1983.....	73
COMMUTERS.....	77
4.10 Commuter Air Carriers as of December 31, 1983.....	79

TABLE OF CONTENTS (Continued)

	<u>Page</u>
4.11 Commuter Traffic Data: 12 Months Ending December, 1983, 1982, and 1981.....	82
4.12 Commuter Traffic Averages: 1983, 1982, and 1981.....	82
V. U.S. CIVIL AIR CARRIER FLEET.....	83
5.1 Composition of U.S. Air Carrier Fleet, by Type of Aircraft: December 1974 - 1983.....	84
5.2 Total Aircraft in Operation by the U.S. Air Carrier Fleet, by Type of Carrier and Type of Aircraft: December 1982 and 1983.	85
5.3 Composition of U.S. Air Carrier Fleet, by Manufacturer and Model: 1982 and 1983.....	86
5.4 Total Flight Time, by Type of Aircraft in U.S. Air Carrier Fleet: 1983 and 1982.....	88
5.5 Total Aircraft in Certificated Route Air Carrier Operations, by Carrier and Engine Type: December 1983.....	90
5.6 Aircraft in Operation by Certificated Route Air Carriers, by Manufacturer and Model: December 31, 1974 - 1983.....	92
5.7 Aircraft in Operation by Supplemental Carriers, by Carrier and Engine Type: December 31, 1983.....	94
5.8 Aircraft in Operation by Supplemental Carriers, by Manufacturer and Model: December 1979 - 1983.....	95
5.9 Aircraft in Operation by Commercial Operators, by Carrier and Engine Type: December 1983.....	96
5.10 Aircraft in Operation by Commercial Operators, by Manufacturer and Model: December 1978-1983.....	97
5.11 Total Aircraft in Operation by Commuter Air Taxi Operators, by Carrier and Engine Type: December 1983.....	98
5.12 Aircraft in Operation by Commuter Air Taxi Operators, by Manufacturer and Model: December 1979 - 1983.....	104
5.13 Aircraft in Operation by Air Taxi Operators, by Carrier and Engine Type: December 1983.....	107
5.14 Aircraft in Operation by Air Taxi Operators, by Manufacturer and Model: December 1978 - 1983.....	108

TABLE OF CONTENTS (Continued)

	<u>Page</u>
5.15 Total Aircraft in Operation by All Cargo Air Service Operators, by Carrier and Engine Type: December 1983.....	109
5.16 Aircraft in Operation by All Cargo Air Service Operators, by Manufacturer and Model: December 1979 - 1983.....	110
5.17 Aircraft in Operation by Air Travel Clubs, by Carrier and Engine Type: December 1983.....	111
5.18 Aircraft in Operation by Travel Clubs, by Manufacturer and Model: December 1979 - 1983.....	111
VI. U.S. CIVIL AIR CARRIER FLEET OPERATING DATA.....	113
6.1 Traffic Data, All Services (Scheduled and Nonscheduled) of the Certificated Route Air Carriers: 1982 and 1983.....	115
6.2 Revenue Aircraft Departures, Miles and Hours Flown, and Average Speed in All Domestic Services of the Certificated Route Air Carriers: 1974 - 1983.....	116
6.3 Revenue Aircraft Departures, Miles and Hours Flown, and Average Speed in All International Services of the Certificated Route Air Carriers: 1974 - 1983.....	117
6.4 Total Ton-Miles Available in All Services of the United States Air Carriers: 1974 - 1983.....	118
6.5 Revenue Ton-Miles Flown in All Services by Certificated Route Air Carriers of the United States: 1974 - 1983.....	119
6.6 Passenger Operations in Scheduled Domestic Service of Certificated Route Air Carriers: 1974 - 1983.....	120
6.7 Passenger Operations in Scheduled International Service of the Certificated Route Air Carriers: 1974 - 1983.....	121
6.8 Revenue Aircraft-Miles Flown in All Services of Certificated Route Air Carriers: 1974 - 1983.....	122
6.9 Operating Revenue of Domestic Operators, Certificated Route Air Carriers: 1974 - 1983.....	123
6.10 Operating Expenses of Domestic Operators, Certificated Route Air Carriers: 1974 - 1983.....	124
6.11 Operating Revenue of International Operators, Certificated Route Air Carriers: 1974 - 1983.....	125
6.12 Operating Expenses of International Operators, Certificated Route Air Carriers: 1974 - 1983.....	126

TABLE OF CONTENTS (Continued)

	<u>Page</u>
VII. AIRMEN.....	127
7.1 Estimated Active Pilot Certificates Held: December 31, 1974 - 1983.....	128
7.2 Estimated Active Women Pilot Certificates Held: December 1974 - 1983.....	129
7.3 Pilot Certificates Issued, by Category: CALENDAR YEARS 1979 - 1983.....	130
7.4 Instrument Ratings Issued: 1983, 1983, and 1979.....	131
7.5 Estimated Instrument Ratings Held, by Class of Certificates: December 31, 1983 and 1982.....	132
7.6 Estimated Active Helicopter Pilots, by Class of Certificates: December 31, 1983.....	133
7.7 Estimated Active Glider Pilots, by Class of Certificates: December 31, 1983.....	134
7.8 Estimated Active Helicopter and Glider Pilots: December 31, 1979 - 1983.....	135
7.9 Estimated Total Pilots and Instrument Rated Pilots: December 31, 1979 - 1983.....	135
7.10 Estimated Active Pilot Certificates Held, by Category and Age Group of Holder: 1983, 1982, and 1978.....	136
7.11 Estimated Active Pilots and Flight Instructors, by FAA Region and State: December 31, 1983.....	137
7.12 Estimated Active Nonpilot Airmen Certificates Held, by FAA Region and State: December 1983.....	139
VIII. GENERAL AVIATION AIRCRAFT.....	141
8.1 Active General Aviation Aircraft, by Aircraft Type and Primary Use: 1983.....	143
8.2 Active General Aviation Aircraft, by Aircraft Type: 1979 - 1983.....	144
8.3 Active General Aviation Aircraft Total Hours Flown, by Aircraft Type and Primary Use: 1983.....	145

TABLE OF CONTENTS (Continued)

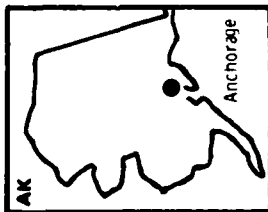
	<u>Page</u>
8.4 Active General Aviation Aircraft Total Hours Flown, by Aircraft Type: 1979 - 1983.....	146
8.5 Active General Aviation Aircraft Average Hours Flown, by Aircraft Type: 1979 - 1983.....	147
8.6 Active General Aviation Aircraft and Hours Flown, by FAA Region and State of Based Aircraft: 1983.....	148
IX. AIRCRAFT ACCIDENTS.....	151
9.1 1983 Air Carrier and General Aviation Aircraft Accidents and Fatalities.....	152
9.2 Fatal Accidents, Fatalities--All Scheduled Service Airlines: 1982 and 1983 (U.S. Carriers Operating Under 14 CFR 121).....	153
9.3 Accidents, Fatalities, and Rates--All Scheduled Service Air- lines: 1974-1983 (U.S. Carriers Operating Under 14 CFR 121)..	154
9.4 Aircraft Accidents, Fatalities, and Accident Rates--U.S. General Aviation Flying: 1974 - 1983.....	155
9.5 Aircraft Accidents, Fatalities, and Accident Rates--Commuter Air Carriers: 1979 - 1983 (U.S. Air Carriers Operating under 14 CFR 135) All Scheduled Service.....	156
9.6 Aircraft Accidents, Accident Rates, and Fatalities--Commuter Air Carriers: 1975 - 1983 (U.S. Air Carriers Operating Under 14 CFR 135) All Scheduled Service.....	157
9.7 Fatal Accidents, Fatalities--All Scheduled Service Commuter Air Carriers: 1983 (U.S. Air Carriers Operating Under 14 CFR 135).....	158
9.8 1983 Airlines (Air Carriers Operating Under 14 CFR 121) Accidents, Fatalities, and Rates.....	159
9.9 Accidents, Fatalities, and Rates Airlines: 1979-1983 (U.S. Air Carriers Operating Under 14 CFR 121) All Scheduled Service	160
9.10 Accidents, Fatalities, and Rates On-Demand Air Taxis: 1979 - 1983 (U.S. Air Carriers Operating Under 14 CFR 135) Nonscheduled Operations.....	161
9.11 Comparative Accident Data: 1973 - 1982 (Passenger Fatalities per 100 Million Passenger-Miles).....	162

TABLE OF CONTENTS (Continued)

	<u>Page</u>
X. AERONAUTICAL PRODUCTION AND IMPORTS/EXPORTS.....	163
10.1 Total Civil Aircraft Production, Weight, and Cost: CALENDAR YEARS 1974 - 1983.....	163
10.2 Number of Shipments of Complete Civil Aircraft: 1974 - 1983..	164
10.3 Number of U.S. Imports of Aerospace Products: 1977 - 1983....	165
10.4 Number of U.S. Exports of Aerospace Products: 1977 - 1983....	166
COMMON ACRONYMS.....	167
GLOSSARY.....	169

Illustrations

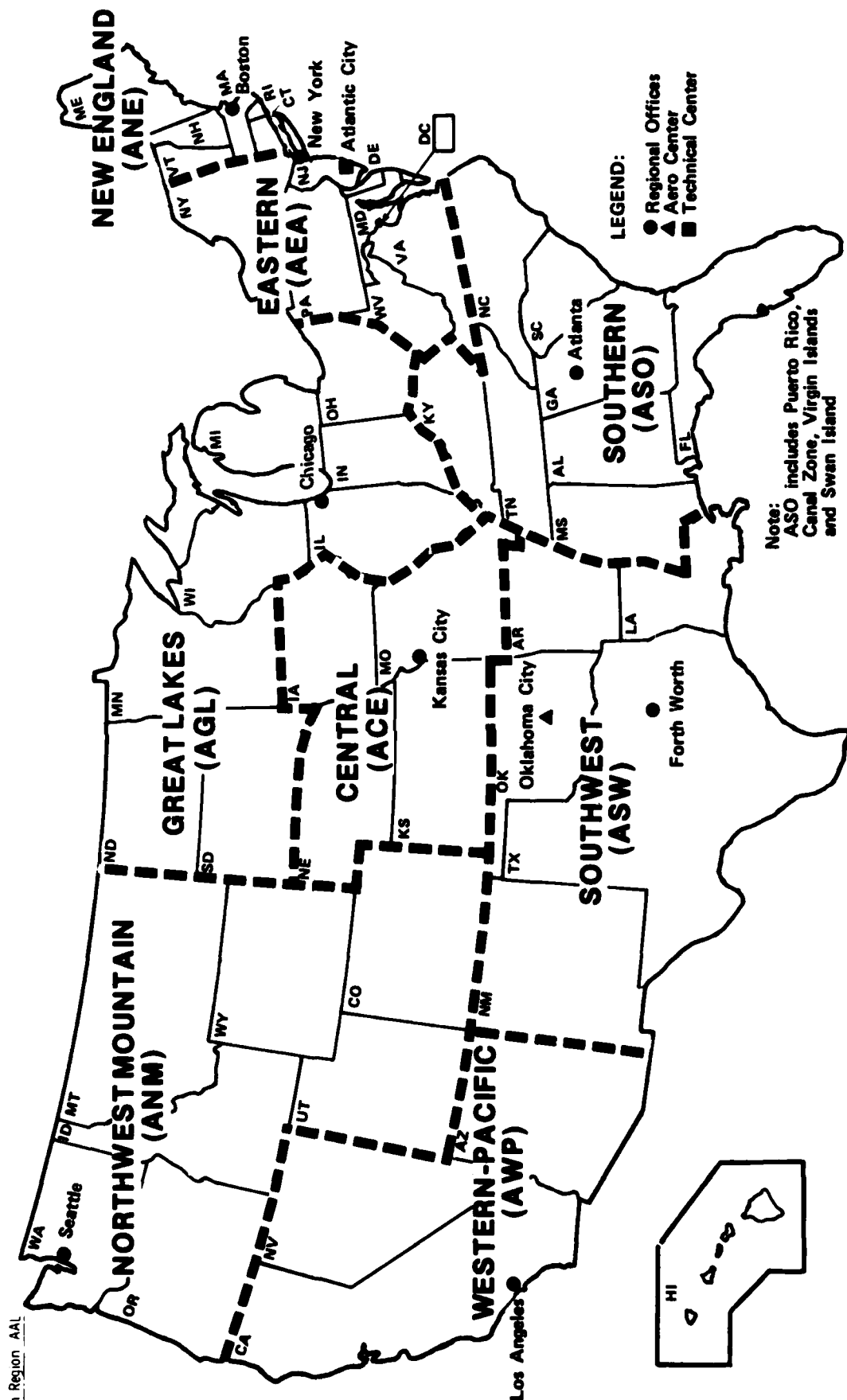
FAA REGIONAL BOUNDARIES.....	xxi
AIR TRAFFIC HUBS.....	51



Alaskan Region AAL

FAA REGIONAL BOUNDARIES

Includes Locations of Regional Headquarters and Centers



I. THE FEDERAL AVIATION ADMINISTRATION

The Department of Transportation Act of 1966 established a new executive department known as the Department of Transportation. The general welfare, economic growth, stability, and security of the nation pointed to the need for the development of national transportation policies and programs effectively utilizing the nation's transportation resources. The Act provided for inclusion of the Federal Aviation Agency in the Department as the Federal Aviation Administration.

Directed by an Administrator, who is appointed by the President, by and with the advice and consent of the Senate, the FAA has as its primary function the fostering of the development and safety of American aviation. More specifically, the FAA is responsible for developing the major policies necessary to guide the long-range growth of civil aviation; modernizing the air traffic control system; establishing in a single authority the essential management functions necessary to support the common needs of civil and military operations; providing for the most effective and efficient use of the airspace over the United States; and for the rulemaking responsibilities relative to these functions.

The FAA constructs, operates, and maintains the National Airspace System and the facilities which are a part of the system; it allocates and regulates the use of the airspace; it ensures adequate separation between aircraft operating in controlled airspace; and, through research and development programs, it provides new systems and equipment for improving utilization of the nation's airspace.

The Federal Aid to Airports Program (FAAP) authorized the FAA to make grants of federal funds to sponsors for airport development and for advanced planning and engineering. Under FAAP, approximately \$1.2 billion were granted by FAA to airport sponsors for airport development purposes from 1947 through 1970. FAAP was superceded by the Airport Development Act of 1970 and the Airport and Airway Improvement Act of 1982. The FAA maintains and operates Washington National and Dulles

International airports. Dulles International is the first airport in the world specifically designed for the use of commercial jet transports.

The FAA prescribes and administers rules and regulations concerning airmen competency, aircraft airworthiness, and air traffic control. It promotes safety through certification of airmen, aircraft, and flight and aircraft maintenance schools. It reviews the design, structure, and performance of new aircraft to insure the safety of the flying public.

Services provided by FAA toward the development of aviation and air commerce include:

- Dissemination of news and information on civil aviation generally.

- Publication of flight information data for pilots.

- Technical aviation assistance to other governments, operation of overseas civil aviation missions, and the aviation training of foreign nationals.

- Development of medical standards for airmen through aviation medical research.

- Research and development in the field of aeronautics and electronics.

- Other activities required to encourage and foster the world-wide development of civil aviation and air commerce.

Policies governing these programs are developed in the Washington headquarters of FAA, and are executed by field employees under the supervision of regional offices strategically located throughout the United States as well as the FAA Technical Center at Atlantic City, New Jersey, and the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma.

TABLE 1.1

FAA APPROPRIATIONS
FISCAL YEARS 1980 - 1984
(\$ IN MILLIONS)

Appropriation	1980	1981	1982	1983(R)	1984
Total	<u>3,273.9</u>	<u>3,412.5</u>	<u>3,156.6</u>	<u>4,167.7</u>	<u>4,655.1</u>
Operations	1,849.5	1,815.4	1,482.0	1,301.8	2,599.3 ^a
Operations (Airport and Airway Trust Fund)	325.0	525.0	809.9	1,276.7	-
Facilities and Equipment (Airport and Airway Trust Fund)	292.8	350.0	260.8	625.0	750.0
Grants-in-Aid for Airports (Airport and Airway Trust Fund)	677.0	570.5	476.2	800.0	993.5
Research, Engineering and Development (Airport and Airway Trust Fund)	75.0	85.0	71.8	103.0	263.5
Metropolitan Washington Airports	34.1	45.4	47.1	43.0	48.8
Facilities, Engineering, and Development	20.5	21.2	8.8	18.2	- ^b

^a Includes \$42.4 pay cost supplemental.

^b Facilities, Engineering, and Development appropriation has been absorbed into the Facilities and Equipment and the Research Engineering and Development appropriations.

(R) Revised.

TABLE 1.2

FAA CIVILIAN EMPLOYEES AT END OF FISCAL AND
CALENDAR YEARS 1974 - 1983

Date	FAA Total Paid	Full Time Permanent			
		Washington Office	Washington Field	Other Field	Total
6/74	56,386	2,739	1,010	50,212	53,961
12/74	55,820	2,669	981	50,226	53,876
6/75	57,678	2,819	960	51,126	54,905
12/75	56,732	2,774	922	50,999	54,695
6/76	59,064	2,910	948	52,264	56,122
9/76	58,438	2,880	944	52,167	55,991
12/76	57,790	2,842	953	51,728	55,523
9/77	58,081	2,683	940	52,137	55,760
12/77	57,631	2,612	926	51,891	55,429
9/78	57,494	2,303	909	52,015	55,227
12/78	57,005	2,272	921	51,747	54,940
9/79	56,435	2,124	888	51,432	54,444
12/79	56,394	2,144	922	51,498	54,564
9/80	55,361	2,060	918	50,560	53,538
12/80	55,340	2,069	942	50,500	53,511
9/81	42,590	1,951	185 ^a	39,123	41,259
12/81	44,640	1,940	190 ^a	40,378	42,508
9/82	46,511	1,868	173	42,929	44,970
12/82	46,897	1,866	168	43,415	45,449
9/83	46,922	1,906	155	45,317	45,317
12/83	46,993	1,911	144	43,266	45,321

^a Beginning with 1981 employees from National and Dulles Airports are reported under "Other Field".

NOTE: FAA Total Paid includes full-time, part-time, and intermittent. Full-time includes permanent paid full-time employees who occupy permanent positions.

Washington Office includes all paid Washington headquarters employees whose duty station is Washington, D.C.

Washington Field includes all paid Washington, D.C. (e.g., National and Dulles Airports, in other states, or foreign countries).

Other Field includes all paid employees whose duty stations are in the regions or centers.

TABLE 1.3

NUMBER OF TOTAL FAA EMPLOYEES AS OF DECEMBER 31, 1974 - 1983

Occupation	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
Air Traffic Control Specialists	26,353	26,790	27,359	27,754	27,688	27,783	27,190	17,418	20,906	21,271
Electronics Technicians	8,967	9,149	9,396	9,423	9,423	9,209	8,871	8,432	8,031	7,633
Aviation Safety Inspectors	2,091	2,082	2,039	1,982	1,999	2,016	2,038	1,942	1,835	1,805
Engineers	2,500	2,597	2,697	2,649	2,576	2,501	2,436	2,274	2,238	2,313
All Others	15,909	16,114	16,299	15,823	15,319	14,885	14,805	14,574	13,887	13,971
Total Employment	55,820	56,732	57,790	57,631	57,005	56,394	55,340	44,640	46,897	46,993

II. The National Airspace System

This chapter furnishes terminal and en route air traffic activity information of the National Airspace System for fiscal and calendar years. The data have been reported by the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, and flight service facilities (Flight Service Stations and International Flight Service Stations). These reports are used as a guide in determining the need for larger or additional facilities, and possible changes in the number of personnel at existing facilities.

Data for towers are reported on Airport Operations and Instrument Operations for VFR Towers Monthly Summary (FAA Form 7230-1), Instrument Operations and Stage III/TCA Monthly Summary (FAA Form 7230-26), and Instrument Approaches Monthly Summary (FAA Form 7230-12). Airport operations are landings and takeoffs reported by towers by aviation categories--air carrier, air taxi, general aviation, and military. Instrument operations are takeoffs, landings, and overflights of aircraft operating in accordance with an IFR flight plan. Instrument approaches are approaches made to an airport by an aircraft on an IFR flight plan under IFR weather conditions.

Data for Air Route Traffic Control Centers (ARTCCs) are reported on ARTCC Operations and Oceanic Operations Monthly Summary (FAA Form 7230-14). Data contained on this form show departures, overs, and aircraft handled.

Activity of Flight Service Stations and International Flight Service Stations is submitted on Monthly Activity Record--Flight Service Stations (FAA Form 7230-13). More detailed data pertaining to activity of these facilities may be found in the Fiscal Year 1983 edition of FAA Air Traffic Activity.

TABLE 2.1
U.S. AIR ROUTE AIRWAY MILEAGE: 1974 - 1983*
(Contiguous 48 States)

December 31	Very High Frequency VOR/VORTAC		
	Low Altitude		Jet Routes
	Direct	Alternate	
1974	144,939	32,999	122,372
1975	148,834	32,320	123,258
1976	150,172	31,888	130,160
1977	152,947	31,270	131,968
1978	155,242	31,235	134,709
1979	157,853	31,625	135,920
1980	159,008	31,409	137,503
1981	160,823	29,137	138,550
1982	167,637	20,067	138,438
1983	169,471	15,359	139,477

* Mileage shown in nautical miles based on National Ocean Survey figures.

TABLE 2.2

FAA AIR ROUTE FACILITIES AND SERVICES: 1974 - 1983

December 31	VOR/ VORTAC	Nondirectional Radio Beacons	Air Route Traffic Control Centers	Airport Traffic Control Towers	Combined Station/ Towers	Flight Service Stations	International Flight Service Stations	Instrument Landing Systems	Airport Surveillance Radar
1974	1,000	793	27	417	21	320	7	490	156
1975	1,011	848	26	487	21	321	7	580	177
1976	1,020	920	25	488	16	321	7	640	175
1977	1,021	959	25	495	7	319	7	678	182
1978	1,020	988	25	494	7	319	6	698	185
1979	1,028	1,015	25	499	5	318	6	753	192
1980	1,037	1,055	25	502	4	317	6	796	192
1981	1,033	1,123	25	501	1	316	6	840	199
1982	1,029	1,143	25	492	0	316	6	884	197
1983	1,032 ^a	1,183 ^b	25 ^c	494 ^d	0	316	5	934 ^e	197 ^f

^a Includes 67 nonfederal and 38 military.^b Includes 821 nonfederal and 53 military.^c Includes 3 military combined center/radar approach control facilities (CERAP).^d Includes 34 nonfederal and 23 military.^e Includes 15 Landing Directional Aid (LDA), 98 nonfederal, and 3 military.^f Includes 14 military.

FISCAL YEARS
(TABLES 2.3 - 2.10)

TABLE 2.3

AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY
FISCAL YEARS 1979 - 1983

AIRCRAFT HANDLED											
	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change
<u>IFR Aircraft Handled¹</u>	1983	29,361,418	+5	13,295,889	+5	3,702,708	+11	7,796,554	+4	4,566,267	+6
	1982	27,854,842	-6	12,709,755	-2	3,328,081	+14	7,518,700	-16	4,298,306	-8
	1981	29,531,111	-2	12,979,294	-6	2,894,149	+12	8,966,862	+1	4,690,806	-1
	1980	30,061,372	+1	13,877,977	-1	2,573,776	+11	8,892,404	+1	4,717,195	-1
	1979	29,909,712	---	14,003,540	---	2,328,243	---	8,827,100	---	4,750,829	---
<u>IFR Departures</u>	1983	11,280,546	+5	4,662,715	+5	1,749,840	+11	3,278,692	+4	1,589,299	+5
	1982	10,703,729	-7	4,448,375	-3	1,577,120	+12	3,166,203	-18	1,512,031	-8
	1981	11,492,966	-1	4,588,720	-7	1,397,865	+12	3,860,868	(*)	1,645,513	-1
	1980	11,657,684	(*)	4,914,458	-3	1,242,419	+11	3,851,188	-1	1,661,342	-1
	1979	11,645,499	---	5,042,781	---	1,115,835	---	3,819,669	---	1,667,214	---
<u>IFR Overs</u>	1983	6,800,326	+5	3,970,459	+4	203,028	+17	1,239,170	+5	1,387,669	+9
	1982	6,447,384	-1	3,813,005	(*)	173,841	+76	1,186,294	-5	1,274,244	-9
	1981	6,545,179	-3	3,801,854	-6	98,419	+11	1,245,126	+5	1,399,780	-1
	1980	6,746,004	+2	4,049,081	+3	88,938	-8	1,190,028	(*)	1,417,957	(*)
	1979	6,618,714	---	3,917,977	---	96,573	---	1,187,762	---	1,416,401	---

(*) Less than 0.5 percent.

¹ The number of IFR Departures multiplied by two, plus the number of IFR Overs.

TABLE 2.4

AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY
FISCAL YEARS 1979 - 1983

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change
<u>Total Aircraft Operations</u>	1983	53,320,931	+5	9,673,951	+7	5,854,910	+15	35,327,905	+3	2,464,165	+5
	1982	50,634,988	-18	9,049,167	-5	5,093,510	+4	34,143,082	-24	2,349,229	-8
	1981	61,570,457	-7	9,487,963	-7	4,876,365	+6	44,644,432	-9	2,561,697	+3
	1980	66,195,066	-4	10,148,956	-2	4,584,706	+5	48,972,784	-5	2,488,620	-2
	1979	69,039,372	---	10,406,570	---	4,370,514	---	50,716,626	---	2,545,662	---
<u>Itinerant Operations</u>	1983	38,022,753	+6	9,673,951	+7	5,854,910	+15	21,293,140	+3	1,200,752	+5
	1982	35,964,719	-14	9,049,167	-5	5,093,510	+4	20,675,478	-22	1,146,564	-8
	1981	42,028,268	-5	9,487,963	-7	4,876,365	+6	26,422,305	-7	1,241,635	+2
	1980	44,270,414	-3	10,148,956	-2	4,584,706	+5	28,324,110	-4	1,212,642	-1
	1979	45,415,572	---	10,406,570	---	4,370,514	---	29,407,844	---	1,230,644	---
<u>Local Operations</u>	1983	15,298,178	+4	---	---	---	---	14,034,765	+4	1,263,413	+5
	1982	14,670,269	-25	---	---	---	---	13,467,604	-26	1,202,665	-9
	1981	19,542,189	-11	---	---	---	---	18,222,127	-12	1,320,062	+3
	1980	21,924,652	-3	---	---	---	---	20,648,674	-7	1,275,978	-3
	1979	23,623,800	---	---	---	---	---	22,308,782	---	1,315,018	---

TABLE 2.5

AIR TRAFFIC ACTIVITY AT FAA FACILITIES, BY AVIATION CATEGORY
FISCAL YEARS 1979 - 1983

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change
<u>Total Instrument Operations</u>	1983	34,039,181	+8	10,126,868	+6	5,346,419	+5	14,755,146	+6	3,810,748	+6
	1982	31,662,987	-15	9,520,107	-6	4,633,905	(*)	13,907,533	-25	3,601,442	-7
	1981	37,221,490	-3	10,164,678	-4	4,635,285	+12	18,530,746	-4	3,890,781	-5
	1980	38,176,549	+5	10,613,262	-1	4,128,782	+13	19,332,557	+8	4,101,948	+5
	1979	36,225,027	---	10,737,637	---	3,657,696	---	17,907,628	---	3,922,066	---
<u>Total Instrument Approaches¹</u>	1983	2,033,427	-1	673,229	-5	420,161	+8	818,216	-2	121,821	+1
	1982	2,059,579	+12	705,623	+15	387,695	+33	845,656	(*)	120,605	+47
	1981	1,831,086	-10	613,678	-16	292,028	+2	843,367	-10	82,013	-9
	1980	2,041,078	-18	732,576	-22	287,465	-9	933,671	-16	87,366	-27
	1979	2,482,606	---	940,892	---	315,804	---	1,106,001	---	119,909	---
<u>Total Instrument Approaches at Control Facilities</u>	1983	1,887,313	-2	656,506	-5	378,313	+7	740,400	-5	112,094	+1
	1982	1,931,317	+14	689,838	+16	354,407	+33	776,536	+2	110,536	+39
	1981	1,700,659	-10	593,800	-16	267,118	+3	764,979	-9	79,762	-8
	1980	1,888,659	-18	706,505	-23	259,018	-10	841,586	-16	81,550	-28
	1979	2,316,633	---	912,272	---	287,972	---	1,002,597	---	113,792	---

(*) Less than 0.5 percent.

} Includes instrument approaches at Air Route Traffic Control Centers.

TABLE 2.6

AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES
FISCAL YEARS 1979 - 1983

	Year	Flight Services ¹		Flight Plans Originated				Airport Advisories		Pilot Briefs	
		Total	Annual Change	Total	Annual Change	IFR-0VFR	VFR	Total	Annual Change	Total	Annual Change
<u>Flight Service Stations</u>	1983	56,878,249	-9	8,138,183	-4	6,287,319	1,850,864	3,105,482	-6	16,030,290	-10
	1982	62,419,432	-(*)	8,520,889	-3	6,545,865	1,975,024	3,592,746	-15	17,824,515	-(*)
	1981	62,611,058	-3	8,796,477	-2	6,470,117	2,326,360	4,146,707	+36	17,696,818	-3
	1980	64,234,861	-3	8,986,486	-5	6,586,842	2,399,644	3,054,352	-4	18,325,012	+2
	1979	66,389,687	---	9,429,862	---	6,866,112	2,563,750	3,191,382	---	18,709,691	---
<u>Combined Station/Towers</u>	1983	0	0	0	0	0	0	0	0	0	0
	1982	862	-97	217	-96	9	208	0	0	0	0
	1981	31,914	-26	5,188	-33	2,096	3,092	0	0	6,364	-19
	1980	42,947	-79	7,763	-80	3,364	4,429	0	0	7,851	-70
	1979	207,728	---	38,610	---	6,335	32,275	0	---	25,924	---
<u>International Flight Service Stations</u>	1983	2,178,611	-5	378,628	-7	179,994	198,634	12,143	-10	417,698	-(*)
	1982	2,286,987	-16	405,207	-16	185,021	220,186	25,967	-21	418,584	-16
	1981	2,727,550	-4	484,079	-10	206,543	277,536	10,468	-7	499,728	-2
	1980	2,845,010	-5	535,319	+2	236,705	298,614	3,031	(*)	511,243	-12
	1979	3,000,151	---	525,880	---	225,770	300,110	3,526	---	582,011	---

(*) Less than 0.5 percent.

The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted (see Table 2.7).
No credit is allowed for airport advisories.

NOTE: All Combined Station/Towers have been permanently closed.

TABLE 2.7

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY
FISCAL YEARS 1979 - 1983

	Year	AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
<u>Flight Service Stations</u>	1983	8,541,303	-12	396,442	-8	1,086,094	-9	6,633,821	-14	424,946	-1
	1982	9,728,624	+1	432,195	+11	1,194,102	+31	7,673,028	-3	429,299	(*)
	1981	9,624,468	(*)	389,416	+1	913,839	+5	7,890,730	-1	430,483	+5
	1980	9,611,865	-5	386,280	-8	873,472	+4	7,942,063	-6	410,050	-5
	1979	10,110,581	---	417,909	---	839,552	---	8,420,876	---	432,244	---
<u>IFR-DVFR</u>	1983	2,250,370	-11	321,699	-8	439,243	-6	1,349,624	-14	139,804	+4
	1982	2,525,434	+26	349,962	+16	465,877	+71	1,575,605	+22	133,990	+4
	1981	1,998,905	+2	302,920	-1	273,186	+5	1,294,318	+2	128,481	+2
	1980	1,956,797	-4	305,943	-9	260,024	+5	1,264,271	-4	126,559	-8
	1979	2,038,070	+6	336,739	+6	246,554	+13	1,317,357	+11	137,420	-29
<u>VFR</u>	1983	6,290,933	-13	74,743	-9	646,851	-11	5,284,197	-13	285,142	-3
	1982	7,203,190	-6	82,233	-5	728,225	+14	6,097,423	-8	295,309	-2
	1981	7,625,563	-1	86,496	+8	640,653	+4	6,596,412	-1	302,002	+6
	1980	7,655,068	-5	80,337	-1	613,448	+3	6,677,792	-6	283,491	-4
	1979	8,072,511	-2	81,170	-1	592,998	-4	7,103,519	-1	294,824	-11

(*) Less than 0.5 percent.

TABLE 2.7 (Continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY
FISCAL YEARS 1979 - 1983

	Year	AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
<u>Combined Station/ Tower</u>	1983	0	0	0	0	0	0	0	0	0	0
	1982	428	-95	0	0	374	-91	50	-99	4	-99
	1981	8,810	-25	49	-75	4,305	+14	3,663	-45	793	-44
	1980	11,659	-85	202	-63	3,767	-91	6,603	-76	1,087	-84
	1979	78,660	-21	550	-46	43,637	-24	27,798	-17	6,675	-13
<u>IFR-DVFR</u>	1983	0	0	0	0	0	0	0	0	0	0
	1982	0	0	0	0	0	0	0	0	0	0
	1981	640	-47	46	-76	28	-67	487	-36	79	-52
	1980	1,213	-69	194	-64	86	-94	765	-28	168	-78
	1979	3,889	---	590	---	1,517	---	1,057	---	775	---
<u>VFR</u>	1983	0	0	0	0	0	0	0	0	0	0
	1982	428	-95	0	0	374	-91	50	-98	4	-99
	1981	8,170	-22	3	-62	4,277	+16	3,176	-46	714	-22
	1980	10,446	-86	8	-20	3,681	-91	5,838	-78	919	-84
	1979	74,771	---	10	---	42,120	---	26,741	---	5,900	---

NOTE: All Combined Station/Towers have been permanently closed.

TABLE 2.7 (Continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY
FISCAL YEARS 1979 - 1983

		AIRCRAFT CONTACTED									
	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
<u>Intern'l Flight Service Stations</u>	1983	585,959	-8	118,511	-15	150,420	-1	296,198	-10	20,830	+11
	1982	639,405	-16	139,698	-18	151,754	-19	329,171	-11	18,782	-44
	1981	759,936	+1	171,308	+14	186,745	-10	368,535	+2	33,348	+2
	1980	751,886	-4	149,765	+16	207,948	-12	361,565	-7	32,608	+9
	1979	784,369	+17	128,645	+23	235,570	+3	390,216	+27	29,938	-2
<u>IFR-DVFR</u>	1983	156,438	-6	117,854	-13	3,470	+18	19,062	-21	16,052	+274
	1982	166,188	-19	134,795	-19	2,936	-16	24,163	-19	4,294	-30
	1981	206,304	+10	166,686	+13	3,509	-16	29,957	(*)	6,152	+13
	1980	186,672	+13	147,062	+17	4,193	-12	29,988	+2	5,429	-3
	1979	165,482	+15	125,725	+21	4,736	+32	29,396	-1	5,625	-9
<u>VFR</u>	1983	429,521	-9	657	-87	146,950	-1	277,136	-9	4,778	-67
	1982	473,217	-15	4,903	+6	148,818	-19	305,008	-10	14,488	-47
	1981	553,632	-2	4,622	+71	183,236	-10	338,578	+2	27,196	(*)
	1980	565,214	-9	2,703	-7	203,755	-12	331,577	-8	27,179	+12
	1979	618,887	+17	2,920	+420	230,834	+3	360,820	+28	24,313	(*)

(*) Less than 0.5 percent.

TABLE 2.8

TOP 25 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF TOTAL OPERATIONS
AND BY AVIATION CATEGORY INCLUDING AIR CARRIER RANK
FISCAL YEAR 1983

Tower	Total Operations Rank	Air Carrier Rank	Air Taxi	General Aviation	Military
Chicago O'Hare Int'l	1	2	125,932	47,952	4,322
Atlanta International	2	1	72,010	36,610	4,676
Los Angeles Int'l	3	5	138,081	60,033	3,560
Van Nuys	4	305	527	481,525	3,677
Denver Stapleton Int'l	5	3	67,049	76,225	1,287
Santa Ana	6	74	18,060	403,191	1,982
Dallas Ft Worth Reg'l	7	4	87,406	21,691	633
Long Beach	8	172	10,610	399,596	1,672
Seattle Boeing	9	216	11,434	375,247	1,961
Oakland Int'l	10	54	38,052	273,547	1,141
Denver Arapahoe Cnty	11	(NA)	1,745	353,108	789
San Francisco	12	6	64,721	50,139	2,728
St. Louis Int'l	13	7	51,453	55,928	7,978
John F. Kennedy Int'l	14	10	103,925	34,719	501
Phoenix Sky Harbor Int'l	15	18	44,416	140,892	9,426
Miami Int'l	16	8	52,776	61,187	1,578
La Guardia	17	9	88,119	34,511	552
Boston Logan	18	11	104,425	45,294	300
Anchorage Merrill	19	(NA)	8,863	322,354	60
Houston Intercontinental	20	12	67,754	75,650	1,319
Washington National	21	13	59,310	82,994	478
Honolulu	22	19	74,530	85,121	29,569
Philadelphia Int'l	23	24	122,689	70,060	938
San Jose Municipal	24	51	17,204	248,927	868
Pittsburgh Greater Int'l	25	14	84,318	41,625	7,790

(NA) Not applicable.

NOTE: Total Operations rank was based on total air traffic activity at 392 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 306 FAA-Operated Towers.
Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.9

TOP 25 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF AIR CARRIER OPERATIONS
AND BY AVIATION CATEGORY INCLUDING TOTAL OPERATIONS RANK
FISCAL YEAR 1983

TOWER	Air Carrier Rank	Air Taxi	General Aviation	Military	Total Operations Rank
Atlanta International	1	486,210	72,010	36,610	2
Chicago O'Hare Int'l	2	481,123	125,932	47,952	1
Denver Stapleton Int'l	3	322,275	67,049	76,225	5
Dallas Ft Worth Regional	4	317,076	87,406	21,691	7
Los Angeles Int'l	5	296,434	138,081	60,033	3
San Francisco	6	231,454	64,721	50,139	12
St Louis Int'l	7	227,947	51,453	55,928	13
Miami Int'l	8	225,640	52,776	61,187	16
La Guardia	9	217,237	88,119	34,511	17
John F. Kennedy Int'l	10	202,994	103,925	34,719	14
Boston Logan	11	190,251	104,425	45,294	18
Houston Intercontinental	12	186,211	67,754	75,650	20
Washington National	13	184,631	59,310	82,994	21
Pittsburgh Greater Int'l	14	181,236	84,318	41,625	25
Newark	15	179,113	42,949	41,435	40
Minneapolis St Paul Int'l	16	176,279	45,471	73,346	30
Detroit Metro Wayne Cnty	17	163,465	47,944	59,795	38
Phoenix Sky Harbor Int'l	18	146,463	44,416	140,892	15
Honolulu	19	137,420	74,530	85,121	22
Seattle Tacoma Int'l	20	137,070	48,569	23,679	64
Charlotte Douglas	21	133,694	59,377	82,652	35
Tampa Int'l	22	133,587	57,400	80,455	37
Memphis Int'l	23	129,867	42,270	115,616	32
Philadelphia Int'l	24	127,755	122,689	70,060	23
Las Vegas McCarran Int'l	25	121,610	58,304	111,885	31

NOTE: Total Operations rank was based on total air traffic activity at 392 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 306 FAA-Operated Towers.
Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.10

TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED TOWERS,
AIR ROUTE TRAFFIC CONTROL CENTERS, AND FLIGHT SERVICE STATIONS/INTERNATIONAL
FLIGHT SERVICE STATIONS
FISCAL YEAR 1983

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Aircraft Contacted		Flight Services	
			Flight Service Stations	Int'l Flight Service Sta.	Flight Service Stations	Int'l Flight Service Sta.
Grand Total	<u>53,320,865</u>	<u>29,361,418</u>	<u>8,541,303</u>	<u>585,959</u>	<u>56,876,049</u>	<u>2,178,611</u>
Alaskan--Total	<u>1,095,571</u>	<u>350,141</u>	<u>972,223</u>	<u>124,472</u>	<u>2,223,307</u>	<u>496,280</u>
Central--Total	<u>2,171,927</u>	<u>1,477,698</u>	<u>759,034</u>	<u>0</u>	<u>4,309,282</u>	<u>0</u>
Iowa	437,455	---	145,563	---	1,007,769	---
Kansas	465,694	---	223,870	---	941,830	---
Missouri	978,822	1,477,698	217,653	---	1,575,775	---
Nebraska	289,956	---	171,948	---	783,908	---
Eastern--Total	<u>7,456,120</u>	<u>3,599,364</u>	<u>760,875</u>	<u>0</u>	<u>8,407,053</u>	<u>0</u>
Delaware	137,187	---	---	---	---	---
District of Columbia	327,413	1,808,677	64,831	---	916,841	---
Maryland	414,257	---	48,382	---	229,428	---
New Jersey	1,257,438	---	73,479	---	1,025,387	---
New York	2,432,460	1,790,687	209,883	---	2,455,059	---
Pennsylvania	1,626,027	---	207,802	---	2,241,930	---
Virginia	874,020	---	50,850	---	558,208	---
West Virginia	387,318	---	105,648	---	980,200	---
Great Lakes--Total	<u>8,130,618</u>	<u>6,105,098</u>	<u>991,230</u>	<u>0</u>	<u>8,925,714</u>	<u>0</u>
Illinois	2,371,768	1,711,243	149,043	---	1,630,769	---
Indiana	646,802	1,280,940	110,803	---	1,289,513	---
Michigan	1,627,232	---	142,370	---	1,305,668	---
Minnesota	826,408	---	134,639	---	1,001,315	---
North Dakota	391,481	1,293,102	72,341	---	409,219	---
Ohio	1,315,503	1,819,813	152,527	---	1,932,783	---
South Dakota	153,971	---	120,522	---	459,448	---
Wisconsin	797,453	---	108,985	---	896,999	---
New England--Total	<u>2,823,526</u>	<u>943,484</u>	<u>217,297</u>	<u>0</u>	<u>1,791,565</u>	<u>0</u>
Connecticut	687,804	---	28,510	---	537,330	---
Maine	196,041	---	54,759	---	294,571	---
Massachusetts	1,445,268	943,484	39,826	---	556,794	---
New Hampshire	175,151	---	69,703	---	285,377	---
Rhode Island	196,396	---	---	---	---	---
Vermont	122,866	---	24,499	---	117,493	---

TABLE 2.10 (Continued)

TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED TOWERS,
AIR ROUTE TRAFFIC CONTROL CENTERS, AND FLIGHT SERVICE STATIONS/INTERNATIONAL
FLIGHT SERVICE STATIONS
FISCAL YEAR 1983

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Aircraft Contacted		Flight Services	
			Flight Service Stations	Int'l Flight Service Sta.	Flight Service Stations	Int'l Flight Service Sta.
Northwest Mountain--Total	<u>4,781,712</u>	<u>2,819,296</u>	<u>1,057,725</u>	<u>0</u>	<u>4,900,847</u>	<u>0</u>
Colorado	1,321,108	1,046,661	190,708	---	996,604	---
Idaho	328,929	---	69,946	---	359,820	---
Montana	289,055	---	166,734	---	583,828	---
Oregon	738,106	---	160,527	---	775,765	---
Utah	344,231	893,992	86,077	---	538,903	---
Washington	1,608,810	878,643	234,956	---	1,098,272	---
Wyoming	151,473	---	148,777	---	547,655	---
Southern--Total	<u>9,347,235</u>	<u>6,350,573</u>	<u>1,261,717</u>	<u>391,945</u>	<u>10,847,505</u>	<u>1,589,125</u>
Alabama	582,646	---	170,820	---	1,194,334	---
Florida	4,179,301	3,045,867	303,017	213,995	3,052,475	1,109,425
Georgia	1,271,489	1,944,223	173,326	---	1,619,788	---
Kentucky	611,067	---	111,653	---	701,653	---
Mississippi	214,896	---	72,006	---	483,058	---
North Carolina	905,602	---	149,310	---	1,279,384	---
Puerto Rico	219,746	---	---	177,950	---	479,700
South Carolina	409,697	---	146,301	---	1,052,377	---
Tennessee	799,372	1,360,483	135,284	---	1,464,436	---
Virgin Islands	153,419	---	---	---	---	---
Southwest--Total	<u>6,531,201</u>	<u>4,622,820</u>	<u>1,145,355</u>	<u>0</u>	<u>8,581,133</u>	<u>0</u>
Arkansas	317,718	---	107,993	---	642,309	---
Louisiana	1,028,911	---	140,753	---	1,288,847	---
New Mexico	285,058	1,276,657	163,599	---	679,197	---
Oklahoma	853,054	---	150,689	---	1,205,703	---
Texas	4,046,460	3,346,163	582,321	---	4,765,077	---
Western-Pacific--Total	<u>10,982,955</u>	<u>3,092,944</u>	<u>1,375,847</u>	<u>69,542</u>	<u>6,889,643</u>	<u>93,206</u>
American Samoa	11,616	---	---	---	---	---
Arizona	1,167,697	---	218,734	---	854,752	---
California	9,510,086	2,647,272	876,887	---	4,712,569	---
Guam	---	41,087	---	69,542	---	93,206
Hawaii	686,675	404,585	110,144	---	525,342	---
Nevada	580,992	---	170,082	---	796,980	---
Wake Island	25,889	---	---	---	---	---

CALENDAR YEARS
(TABLES 2.11 .. 2.18)

TABLE 2.11*

AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY
CALENDAR YEARS 1979 - 1983

AIRCRAFT HANDLED											
Year	Total		Air Carrier		Air Taxi		General Aviation		Military		
	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	
<u>IFR Aircraft Handled¹</u>	1983	29,923,835	+6	13,422,713	+5	3,872,325	+13	8,012,514	+6	4,616,283	+5
	1982	28,190,657	-3	12,834,114	(*)	3,417,691	+13	7,535,368	-12	4,403,484	-2
	1981	28,951,417	-3	12,825,804	-6	3,024,554	+16	8,592,448	-4	4,508,611	-5
	1980	29,907,994	-1	13,649,986	-2	2,597,415	+6	8,912,816	-1	4,747,777	-1
	1979	30,201,537	--	13,955,015	--	2,448,254	--	9,013,656	--	4,784,612	--
<u>IFR Departures</u>	1983	11,528,978	+7	4,717,719	+5	1,827,619	+13	3,372,655	+6	1,610,985	+4
	1982	10,819,349	-4	4,486,901	-1	1,615,611	+11	3,171,736	-14	1,545,101	-2
	1981	11,258,325	-3	4,536,356	-6	1,456,678	+16	3,682,056	-5	1,583,235	-5
	1980	11,595,010	-1	4,821,900	-3	1,254,714	+7	3,857,054	-1	1,661,342	-1
	1979	11,742,106	--	4,988,827	--	1,177,347	--	3,900,405	--	1,675,527	--
<u>IFR Overs</u>	1983	6,865,879	+5	3,987,275	+3	217,087	+16	1,267,204	+6	1,394,313	+6
	1982	6,551,959	+2	3,860,312	+3	186,469	+68	1,191,896	-3	1,313,282	-2
	1981	6,434,767	-4	3,753,092	-6	111,198	+26	1,228,336	+2	1,342,141	-6
	1980	6,717,974	(*)	4,006,186	+1	87,987	-6	1,198,708	-1	1,425,093	-1
	1979	6,717,325	--	3,977,361	--	93,560	--	1,212,846	--	1,433,558	--

* Formerly Table 2.8.

(*) Less than 0.5 percent.

1 The number of IFR Departures multiplied by two to account for IFR approaches, plus the number of IFR Overs.

TABLE 2.12*

AIR TRAFFIC ACTIVITY AT AIRPORT TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY
CALENDAR YEARS 1979 - 1983

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
<u>Total Aircraft Operations</u>	1983	53,857,965	+6	9,907,170	+8	6,059,840	+16	35,429,952	+5	2,461,003	+3
	1982	50,655,135	-14	9,156,496	-2	5,229,306	+7	33,882,126	-19	2,387,197	-4
	1981	58,721,222	-9	9,339,067	-6	4,909,190	+6	41,982,456	-12	2,490,509	-1
	1980	64,796,561	-6	9,956,045	-4	4,629,143	-3	47,693,552	-8	2,517,821	-1
	1979	69,073,449	--	10,325,629	--	4,490,201	--	51,703,538	--	2,554,081	--
<u>Itinerant Operations</u>	1983	38,503,304	+7	9,907,170	+8	6,059,840	+16	21,331,648	+4	1,204,646	+4
	1982	36,083,572	-11	9,156,496	-2	5,229,306	+7	20,538,855	-18	1,158,905	-4
	1981	40,356,183	-8	9,339,067	-6	4,909,190	+6	24,897,358	-10	1,210,568	(*)
	1980	43,634,248	-4	9,956,045	-4	4,629,143	-3	27,807,808	-4	1,241,257	(*)
	1979	45,569,807	--	10,325,629	--	4,490,201	--	29,515,726	--	1,238,251	--
<u>Local Operations</u>	1983	15,354,661	+5	0	0	0	0	14,098,304	+6	1,256,357	+2
	1982	14,571,573	-21	0	0	0	0	13,343,281	-22	1,228,292	-4
	1981	18,365,039	-13	0	0	0	0	17,085,098	-14	1,279,941	(*)
	1980	21,162,313	-10	0	0	0	0	19,885,749	-10	1,276,564	-3
	1979	23,503,642	--	0	--	--	--	22,187,812	--	1,315,830	--

* Formerly Table 2.9.
(*) Less than 0.5 percent.

TABLE 2.13*

AIR TRAFFIC ACTIVITY AT FAA FACILITIES, BY AVIATION CATEGORY
CALENDAR YEARS 1979 - 1983

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
<u>Total Instrument Operations</u>	1983	34,732,933	+8	10,358,246	+8	5,553,722	+12	14,997,375	+7	3,823,590	+4
	1982	32,154,702	-9	9,617,826	-3	4,794,216	+5	14,052,278	-16	3,690,382	-2
	1981	35,282,029	-8	9,910,629	-6	4,584,384	+7	17,038,384	-13	3,748,632	-8
	1980	38,385,627	-4	10,542,195	-1	4,270,184	+11	19,482,789	+6	4,090,459	+3
	1979	36,932,918	--	10,687,602	--	3,841,676	--	18,415,333	--	3,998,307	--
<u>Total Instrument Approaches¹</u>	1983	2,193,583	+4	721,988	(*)	459,309	+13	879,943	+2	132,343	+5
	1982	2,114,360	+6	720,236	+14	405,147	(*)	862,606	+1	126,371	+17
	1981	1,996,696	-5	630,949	-9	403,915	+17	853,980	-11	107,852	+6
	1980	2,096,485	-13	694,469	-23	345,554	+9	955,176	-11	101,286	-22
	1979	2,420,987	--	899,506	--	316,334	--	1,075,005	--	130,142	--
<u>Total Instrument Approaches at Control Facilities</u>	1983	2,026,832	+2	705,914	(*)	412,482	+11	795,607	(*)	112,829	-2
	1982	1,981,648	+4	704,419	+14	370,187	-4	791,650	-1	115,392	+12
	1981	1,904,650	-2	617,776	-8	385,269	+21	798,700	-8	102,905	+28
	1980	1,949,077	-14	669,548	-23	318,814	+11	866,326	-11	94,389	-24
	1979	2,253,875	--	871,388	--	287,429	--	971,113	--	123,945	--

* Formerly Table 2.10.

(*) Less than 0.5 percent.

Includes instrument approaches at Air Route Traffic Control Centers.

TABLE 2.14*
AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES
CALENDAR YEARS 1979 - 1983

	Flight Services ¹		Flight Plans Originated					Airport Advisories			Pilot Briefs	
	Year	Total	Annual Change	Total	Annual Change	IFR-DVFR	Annual Change	VFR	Annual Change	Total	Annual Change	Total
<u>Flight Service Stations</u>												
	1983	56,236,268	-8	8,155,919	-3	6,345,620	-2	1,810,299	-6	3,028,397	-12	15,786,500
	1982	60,985,521	-4	8,395,215	-4	6,479,626	0	1,915,589	-14	3,459,274	+4	17,417,915
	1981	63,264,457	(*)	8,750,719	-2	6,485,570	-1	2,265,149	-4	3,329,772	-17	17,959,198
	1980	63,159,128	-5	8,932,399	-5	6,565,094	-4	2,367,305	-7	4,003,016	+25	17,910,285
	1979	66,795,469	--	9,405,663	--	6,864,568	--	2,541,095	--	3,200,780	--	18,935,293
<u>Combined Station/ Towers</u>												
	1983	0	0	0	0	0	0	0	0	0	0	0
	1982	0	0	0	0	0	0	0	0	0	0	0
	1981	25,243	-33	4,195	-37	1,574	-45	2,621	-33	0	0	4,855
	1980	37,593	-77	6,673	-76	2,854	-46	3,891	-85	0	0	7,504
	1979	163,264	--	30,925	--	5,248	--	25,677	--	0	--	20,028
<u>International Flight Service Stations</u>												
	1983	2,178,043	(*)	377,809	-2	181,325	-2	196,484	-1	10,517	-56	423,689
	1982	2,183,125	-19	384,385	-20	184,982	-7	199,403	-29	24,039	+56	408,214
	1981	2,702,423	-5	482,057	-9	199,840	-12	282,217	-6	15,369	+435	489,851
	1980	2,833,559	+2	527,660	-6	226,553	-5	301,107	+8	2,875	-14	508,608
	1979	2,776,847	--	495,870	--	216,278	--	279,592	--	3,335	--	518,653

* Formerly Table 2.11.

(*) Less than 0.5 percent.

The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted (see Table 2.12). No credit is allowed for airport advisories.

NOTE: All Combined Station/Towers have been permanently closed.

TABLE 2.15*

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY
CALENDAR YEARS 1979 - 1983

	Year	AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
<u>Flight Service Stations</u>	1983	8,351,430	-11	596,569	-6	1,095,694	-7	6,438,465	-12	420,702	-1
	1982	9,359,261	-5	421,005	+3	1,182,321	+20	7,330,468	-9	425,467	+2
	1981	9,844,623	+4	410,486	+8	981,243	+12	8,016,605	+3	436,289	+6
	1980	9,473,760	-6	379,157	-8	872,495	+2	7,812,776	-7	410,462	-3
	1979	10,113,557	--	414,191	--	855,003	--	8,420,292	--	424,071	--
<u>IFR-DVFR</u>	1983	2,279,132	-7	327,911	-4	452,502	-3	1,356,995	-10	141,724	+4
	1982	2,460,293	+13	340,448	+6	464,884	+41	1,519,064	+8	135,897	+5
	1981	2,183,507	+13	320,595	+6	328,616	+29	1,404,605	+12	129,691	+3
	1980	1,938,540	-6	301,898	-9	255,192	-1	1,255,195	-6	126,255	-6
	1979	2,060,752	--	332,887	--	258,031	--	1,335,087	--	134,747	--
<u>VFR</u>	1983	6,072,298	-12	68,658	-15	643,192	-10	5,081,470	-13	278,978	-4
	1982	6,898,968	-10	80,557	-10	717,437	+10	5,811,404	-12	289,570	-6
	1981	7,661,116	+2	89,891	+16	652,627	+6	6,612,000	(*)	306,598	+8
	1980	7,534,090	-6	77,243	-5	617,189	+3	6,555,333	-7	284,005	-2
	1979	8,052,805	--	81,304	--	596,972	--	7,085,205	--	289,324	--

* Formerly Table 2.12.
 (*) Less than 0.5 percent.

TABLE 2.15 (Continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY
CALENDAR YEARS 1979 - 1983

	Year	AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
<u>Combined Station/ Tower</u>	1983	0	0	0	0	0	0	0	0	0	0
	1982	0	0	0	0	0	0	0	0	0	0
	1981	7,143	-23	26	-84	3,570	-13	2,974	-41	573	-43
	1980	9,239	-85	165	-64	4,117	-87	5,074	-79	1,013	-81
	1979	61,358	--	456	--	31,894	--	23,791	--	5,217	--
<u>IFR-DVFR</u>	1983	0	0	0	0	0	0	0	0	0	0
	1982	0	0	0	0	0	0	0	0	0	0
	1981	455	-56	24	-85	19	-73	356	-47	56	-59
	1980	1,036	-67	159	-64	71	-93	669	+36	137	-79
	1979	3,107	--	443	--	974	--	1,046	--	644	--
<u>VFR</u>	1983	0	0	0	0	0	0	0	0	0	0
	1982	0	0	0	0	0	0	0	0	0	0
	1981	6,688	-28	2	-67	3,551	-12	2,618	-41	517	-41
	1980	9,333	-84	6	-54	4,046	-87	4,405	-81	876	-81
	1979	58,251	--	13	--	31,920	--	22,745	--	4,573	--

(*) Less than 0.5 percent.

NOTE: All Combined Station/Towers have been permanently closed.

TABLE 2.15 (Continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FATALITIES, BY AVIATION CATEGORY
CALENDAR YEARS 1979 - 1983

	Year	AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
<u>International Flight Service Stations</u>	1983	575,047	-4	115,281	-6	144,260	-3	294,006	-7	21,500	+78
	1982	597,927	-21	122,342	-30	148,772	-15	314,724	-15	12,089	-68
	1981	758,607	(*)	175,708	+12	175,717	-18	369,596	+4	37,586	+15
	1980	761,023	+2	156,934	+21	214,371	-2	357,014	-4	32,704	+14
	1979	747,801	--	130,217	--	218,115	--	370,877	--	28,592	--
<u>IFR-DVFR</u>	1983	153,923	+2	114,585	-5	3,475	+17	19,013	-11	16,850	+287
	1982	151,153	-27	120,893	-28	2,981	-10	21,398	-28	5,881	-7
	1981	207,676	+7	168,127	+9	3,318	-21	29,874	(*)	6,357	+15
	1980	193,603	+17	154,274	+21	4,194	-7	29,609	+3	5,526	+3
	1979	165,805	--	127,127	--	4,520	--	28,771	--	5,387	--
<u>VFR</u>	1983	421,124	-6	696	-52	140,785	-3	274,993	-6	4,650	-25
	1982	446,774	-19	1,449	-81	145,791	-15	293,326	-27	6,208	-80
	1981	550,931	-3	7,581	+185	172,399	-18	339,722	+4	31,229	+15
	1980	567,420	-3	2,660	-14	210,177	-2	327,405	-5	27,178	-17
	1979	581,996	--	3,090	--	213,595	--	342,106	--	23,205	--

(*) Less than 0.5 percent.

TABLE 2.16

TOP 25 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF TOTAL OPERATIONS,
AND BY AVIATION CATEGORY INCLUDING AIR CARRIER RANK
CALENDAR YEAR 1983

TOWER	Total Operations Rank	Air Carrier Rank	Air Taxi	General Aviation	Military
Chicago O'Hare Int'l	1	1	110,797	43,801	4,434
Atlanta International	2	2	78,961	36,650	2,711
Los Angeles Int'l	3	5	141,352	61,838	3,592
Van Nuys	4	290	434	489,977	3,858
Denver Stapleton Int'l	5	4	70,887	73,179	1,601
Santa Ana	6	74	20,008	405,447	1,888
Dallas Ft Worth Reg'l	7	3	85,787	22,268	606
Long Beach	8	166	9,503	404,504	1,777
Seattle Boeing	9	213	11,847	375,388	2,134
San Francisco	10	6	68,291	51,433	2,742
St Louis Int'l	11	7	58,051	55,259	8,067
Oakland Int'l	12	55	40,895	266,326	1,266
Denver Arapahoe Cnty	13	(NA)	1,831	351,359	687
Boston Logan	14	12	111,624	45,597	279
LaGuardia	15	9	90,704	37,156	585
John F. Kennedy Int'l	16	10	107,813	33,486	581
Phoenix Sky Harbor Int'l	17	18	46,046	139,391	9,761
Miami Int'l	18	8	56,085	58,789	1,156
Honolulu	19	20	75,297	91,078	29,678
Anchorage Merrill	20	273	9,753	325,563	179
Washington Nat'l	21	13	62,167	84,242	455
San Jose Municipal	22	48	18,013	252,720	822
Houston Intercontinental	23	16	78,107	68,558	1,310
Pittsburgh Greater Int'l	24	14	85,467	41,818	7,415
Philadelphia Int'l	25	24	119,205	71,230	1,064

(NA) Not applicable.

NOTE: Total Operations rank was based on total air traffic activity at 395 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 306 FAA-Operated Towers.
Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.17

TOP 25 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF AIR CARRIER OPERATIONS,
AND BY AVIATION CATEGORY INCLUDING TOTAL OPERATIONS RANK
CALENDAR YEAR 1983

TOWER	Air Carrier Rank	Air Taxi	General Aviation	Military	Total Operations Rank
Chicago O'Hare Int'l	1 507,692	110,797	48,801	4,434	1 671,724
Atlanta International	2 494,469	78,961	36,650	2,711	2 612,791
Dallas Ft Worth Regional	3 326,872	85,787	22,268	606	7 435,533
Denver Stapleton Int'l	4 312,393	70,887	73,179	1,601	5 458,060
Los Angeles Int'l	5 299,294	141,352	61,838	3,592	3 506,076
San Francisco	6 242,325	68,291	51,433	2,742	10 364,791
St Louis Int'l	7 240,347	58,051	55,259	8,067	11 361,724
Miami Int'l	8 225,589	56,085	58,789	1,156	18 341,619
La Guardia	9 221,769	90,704	37,156	585	15 350,214
John F. Kennedy Int'l	10 205,921	107,813	33,486	581	16 347,801
Newark	11 194,170	52,483	42,747	441	34 289,841
Boston Logan	12 193,974	111,624	45,597	279	14 351,474
Washington National	13 187,567	62,167	84,242	455	21 334,431
Pittsburgh Greater Int'l	14 186,034	85,467	41,818	7,415	24 320,734
Minneapolis St Paul Int'l	15 180,952	48,593	73,406	5,100	28 308,051
Houston Intercontinental	16 173,167	78,107	68,558	1,310	23 321,142
Detroit Metro Wayne Cnty	17 169,008	51,990	60,966	277	38 282,241
Phoenix Sky Harbor Int'l	18 151,524	46,046	139,391	9,761	17 346,722
Charlotte Douglas	19 141,877	63,035	83,326	4,575	33 292,813
Honolulu	20 139,875	75,297	91,078	29,678	19 335,928
Seattle Tacoma Int'l	21 137,920	49,188	23,431	372	63 210,911
Tampa Int'l	22 133,636	69,030	81,623	719	37 285,008
Memphis Int'l	23 132,170	41,274	115,764	4,609	32 293,817
Philadelphia Int'l	24 127,496	119,205	71,230	1,064	25 318,995
Cincinnati Greater	25 120,636	2,114	38,201	273	112 161,224

NOTE: Total Operations rank was based on total air traffic activity at 395 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 306 FAA-Operated Towers.
Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.18

TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED TOWERS,
AIR ROUTE TRAFFIC CONTROL CENTERS, AND FLIGHT SERVICE STATIONS/INTERNATIONAL
FLIGHT SERVICE STATIONS
CALENDAR YEAR 1983

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Aircraft Contacted		Flight Services	
			Flight Service Stations	Int'l Flight Service Sta.	Flight Service Stations	Int'l Flight Service Sta.
Grand Total	<u>53,857,965</u>	<u>29,923,835</u>	<u>8,351,430</u>	<u>575,047</u>	<u>56,236,268</u>	<u>2,178,043</u>
Alaskan--Total	<u>1,127,549</u>	<u>361,564</u>	<u>967,935</u>	<u>129,279</u>	<u>2,215,491</u>	<u>513,687</u>
Central--Total	<u>2,173,865</u>	<u>1,568,659</u>	<u>731,937</u>	<u>0</u>	<u>4,261,671</u>	<u>0</u>
Iowa	431,919	---	143,909	---	985,395	---
Kansas	465,948	---	209,353	---	925,655	---
Missouri	991,364	1,568,659	213,616	---	1,576,598	---
Nebraska	284,634	---	165,059	---	774,023	---
Eastern--Total	<u>7,522,648</u>	<u>3,700,473</u>	<u>742,111</u>	<u>0</u>	<u>8,349,697</u>	<u>0</u>
Delaware	140,993	---	---	---	---	---
District of Columbia	334,431	1,860,041	64,490	---	923,292	---
Maryland	427,970	---	47,670	---	224,616	---
New Jersey	1,275,751	---	70,931	---	1,013,357	---
New York	2,452,401	1,840,432	201,926	---	2,438,456	---
Pennsylvania	1,630,136	---	201,390	---	2,231,692	---
Virginia	877,641	---	50,449	---	551,853	---
West Virginia	383,325	---	105,255	---	966,431	---
Great Lakes--Total	<u>8,194,623</u>	<u>6,274,699</u>	<u>981,994</u>	<u>0</u>	<u>8,818,670</u>	<u>0</u>
Illinois	2,354,012	1,745,328	150,259	---	1,593,505	---
Indiana	668,849	1,325,785	111,210	---	1,273,202	---
Michigan	1,662,796	---	140,041	---	1,300,221	---
Minnesota	831,936	1,326,779	131,089	---	977,265	---
North Dakota	392,489	---	70,927	---	411,663	---
Ohio	1,323,478	1,876,807	151,857	---	1,942,501	---
South Dakota	148,887	---	118,185	---	449,957	---
Wisconsin	812,176	---	108,426	---	870,356	---
New England--Total	<u>3,008,382</u>	<u>981,353</u>	<u>207,065</u>	<u>0</u>	<u>1,769,977</u>	<u>0</u>
Connecticut	732,127	---	27,560	---	526,348	---
Maine	196,824	---	54,655	---	296,159	---
Massachusetts	1,571,281	981,353	39,655	---	559,367	---
New Hampshire	190,083	---	61,420	---	272,604	---
Rhode Island	192,955	---	23,775	---	115,499	---
Vermont	125,112	---	---	---	---	---

TABLE 2.18 (Continued)

TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED TOWERS,
AIR ROUTE TRAFFIC CONTROL CENTERS, AND FLIGHT SERVICE STATIONS/INTERNATIONAL
FLIGHT SERVICE STATIONS
CALENDAR YEAR 1983

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Aircraft Contacted		Flight Services	
			Flight Service Stations	Int'l Flight Service Sta.	Flight Service Stations	Int'l Flight Service Sta.
Northwest Mountain--Total	<u>4,745,866</u>	<u>2,847,381</u>	<u>1,040,262</u>	<u>0</u>	<u>4,854,606</u>	<u>0</u>
Colorado	1,303,387	1,048,988	186,057	---	981,871	---
Idaho	331,218	---	68,846	---	358,148	---
Montana	288,168	---	164,554	---	573,226	---
Oregon	723,807	---	155,944	---	764,816	---
Utah	337,958	903,704	85,962	---	551,008	---
Washington	1,611,243	894,689	231,377	---	1,087,605	---
Wyoming	150,085	---	147,522	---	537,932	---
Southern--Total	<u>9,397,395</u>	<u>6,409,600</u>	<u>1,247,859</u>	<u>382,644</u>	<u>10,795,473</u>	<u>1,582,176</u>
Alabama	581,446	---	167,311	---	1,190,097	---
Florida	4,167,645	3,046,165	296,145	212,128	3,069,711	1,120,518
Georgia	1,291,825	1,971,494	171,425	---	1,593,861	---
Kentucky	618,832	---	113,392	---	709,250	---
Mississippi	231,025	---	70,994	---	484,268	---
North Carolina	928,160	---	148,572	---	1,270,790	---
Puerto Rico	223,996	---	---	170,516	---	461,658
South Carolina	412,365	---	145,810	---	1,043,324	---
Tennessee	790,142	1,391,941	134,210	---	1,434,172	---
Virgin Islands	151,959	---	---	---	---	---
Southwest--Total	<u>6,535,283</u>	<u>4,620,818</u>	<u>1,107,970</u>	<u>0</u>	<u>8,408,854</u>	<u>0</u>
Arkansas	313,786	---	108,384	---	645,034	---
Louisiana	1,059,929	---	132,314	---	1,255,838	---
New Mexico	301,172	1,306,892	160,799	---	679,355	---
Oklahoma	823,413	---	143,990	---	1,182,942	---
Texas	4,036,983	3,313,926	562,483	---	4,645,685	---
Western-Pacific--Total	<u>11,152,354</u>	<u>3,159,288</u>	<u>1,324,297</u>	<u>63,124</u>	<u>6,761,829</u>	<u>82,180</u>
American Samoa	12,036	---	---	---	---	---
Arizona	1,179,557	---	212,726	---	848,642	---
California	8,652,290	2,706,536	843,566	---	4,665,634	---
Guam	---	41,560	---	63,124	---	92,180
Hawaii	707,810	411,192	106,941	---	488,589	---
Nevada	575,459	---	161,064	---	758,964	---
Wake Island	25,202	---	---	---	---	---

III. AIRPORTS

Information about U.S. civil and joint-use landing facilities (including airports, heliports, stolports, and seaplane bases) was furnished by the FAA Office of Airport Standards. This information was obtained through physical inspection and mail solicitations, and was reported on the Airport Master Record (Form FAA 5010-1) and FAA Landing Facilities Information Request on Airports, Heliports, Stolports, and Seaplane Bases (Forms 5010-2 and 5010-5).

The Airport and Airway Improvement Act of 1982 caused some dramatic changes to the Airport Development Aid Program (Table 3.6). Under the old program, data were provided for Air Carrier and General Aviation "Total Federal Funds, 000", "Total Airports", and "Total Projects". Under the new program, however, there are new categories. Instead of Air Carrier and General Aviation data, there is now data for Primary, Commercial, Reliever, and General Aviation airports, and for System Planning. Please see the Glossary for definitions for these terms under "Airports Grants-in-Aid Program".

TABLE 3.1
AIRPORTS ON RECORD WITH FAA
1974 - 1983*

Year	Total	With Runway Lights	With Paved Runways	Airports of Entry
1974	13,062	3,999	4,716	61
1975	13,251	4,171	4,865	62
1976	13,770	4,362	5,106	76
1977	14,117	4,483	5,313	70
1978	14,574	4,567	5,484	70
1979	14,746	4,631	5,618	60
1980	15,161	4,738	5,833	69
1981	15,476	4,796	6,012(R)	69
1982	15,831	4,842	6,224	63
1983	16,029	4,878	6,441	58

* Excludes landing rights airports.
(R) Revised.

TABLE 3.2

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES,
AND REPORTED ABANDONMENTS ON RECORD, BY FAA REGION AND STATE
DECEMBER 31, 1983

FAA Region and State	Total Aircraft Facilities	Airports	Heliports	Stolports	Seaplane Bases	Reported Abandonments During Year
Total	<u>16,029</u>	<u>12,653</u>	<u>2,918</u>	<u>66</u>	<u>392</u>	<u>335</u>
United States--Total ¹	<u>15,966</u>	<u>12,608</u>	<u>2,904</u>	<u>66</u>	<u>388</u>	<u>332</u>
Alaskan--Total	<u>615</u>	<u>479</u>	<u>24</u>	---	<u>112</u>	<u>53</u>
Central--Total	<u>1,425</u>	<u>1,288</u>	<u>128</u>	<u>3</u>	<u>6</u>	<u>12</u>
Iowa	280	245	34	1	---	2
Kansas	380	360	19	1	---	6
Missouri	419	354	58	1	6	3
Nebraska	346	329	17	---	---	1
Eastern--Total	<u>2,051</u>	<u>1,352</u>	<u>627</u>	<u>10</u>	<u>62</u>	<u>47</u>
Delaware	37	22	15	---	---	---
District of Columbia	16	2	14	---	---	---
Maryland	147	103	40	3	1	3
New Jersey	291	118	161	---	12	4
New York	476	347	105	1	23	18
Pennsylvania	720	491	213	3	13	12
Virginia	270	208	56	3	3	10
West Virginia	94	61	23	---	10	---
Great Lakes--Total	<u>4,031</u>	<u>3,462</u>	<u>467</u>	<u>9</u>	<u>93</u>	<u>86</u>
Illinois	909	735	167	---	7	24
Indiana	498	432	61	1	4	12
Michigan	422	375	41	2	4	8
Minnesota	492	409	15	1	67	13
North Dakota	451	448	3	---	---	6
Ohio	678	516	157	3	2	13
South Dakota	165	160	4	1	---	1
Wisconsin	416	387	19	1	9	9
New England--Total	<u>513</u>	<u>333</u>	<u>125</u>	<u>5</u>	<u>50</u>	<u>10</u>
Connecticut	105	54	43	2	6	---
Maine	146	105	8	---	33	2
Massachusetts	130	75	47	1	7	4
New Hampshire	54	42	9	---	3	---
Rhode Island	18	12	5	---	1	---
Vermont	60	45	13	2	--	4

TABLE 3.2 (Continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES,
AND REPORTED ABANDONMENTS ON RECORD, BY FAA REGION AND STATE
DECEMBER 31, 1983

FAA Region and State	Total Aircraft Facilities	Airports	Heliports	Stolports	Seaplane Bases	Reported Abandonments During Year
Northwest Mountain--Total	<u>1,636</u>	<u>1,309</u>	<u>300</u>	<u>8</u>	<u>19</u>	<u>21</u>
Colorado	321	220	97	4	---	8
Idaho	196	178	15	---	3	4
Montana	197	184	12	---	1	1
Oregon	341	263	71	3	4	1
Utah	95	78	17	---	---	3
Washington	382	294	76	1	11	3
Wyoming	104	92	12	---	---	1
Southern--Total	<u>1,947</u>	<u>1,552</u>	<u>360</u>	<u>18</u>	<u>17</u>	<u>38</u>
Alabama	169	138	31	---	---	3
Florida	541	386	140	3	12	12
Georgia	302	244	54	4	---	9
Kentucky	127	101	25	1	---	2
Mississippi	181	165	16	---	---	3
North Carolina	284	244	39	1	---	5
Puerto Rico	31	18	12	---	1	2
South Carolina	137	126	11	---	---	1
Tennessee	169	128	31	9	1	1
Virgin Islands	6	2	1	---	3	---
Southwest--Total	<u>2,506</u>	<u>1,981</u>	<u>500</u>	<u>5</u>	<u>20</u>	<u>51</u>
Arkansas	160	153	7	---	---	---
Louisiana	311	179	115	---	17	5
New Mexico	160	148	11	---	1	2
Oklahoma	332	289	42	---	1	8
Texas	1,543	1,212	325	5	1	36
Western-Pacific--Total	<u>1,305</u>	<u>897</u>	<u>387</u>	<u>8</u>	<u>13</u>	<u>17</u>
Arizona	240	168	69	3	---	4
California	862	568	277	4	13	8
Hawaii	51	37	14	---	---	1
Nevada	126	99	26	1	---	3
South Pacific ²	26	25	1	---	---	1

¹ Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

² American Samoa, Guam and Trust Territories.

TABLE 3.3

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES
ON RECORD, BY TYPE OF OWNERSHIP
DECEMBER 31, 1983

FAA Region and State	Total Facilities	By Ownership		Paved Airports		Unpaved Airports	
		Public	Private	Lighted	Not Lighted	Lighted	Not Lighted
Total	<u>16,029</u>	<u>5,987</u>	<u>10,042</u>	<u>3,939</u>	<u>2,502</u>	<u>939</u>	<u>8,649</u>
United States--Total ¹	<u>15,966</u>	<u>5,950</u>	<u>10,016</u>	<u>3,920</u>	<u>2,480</u>	<u>939</u>	<u>8,627</u>
Alaskan--Total	<u>615</u>	<u>410</u>	<u>205</u>	<u>43</u>	<u>16</u>	<u>68</u>	<u>488</u>
Central--Total	<u>1,425</u>	<u>588</u>	<u>837</u>	<u>401</u>	<u>114</u>	<u>137</u>	<u>773</u>
Iowa	280	157	123	101	24	53	102
Kansas	380	161	219	108	16	38	218
Missouri	419	158	261	117	54	25	223
Nebraska	346	112	234	75	20	21	230
Eastern--Total	<u>2,051</u>	<u>626</u>	<u>1,425</u>	<u>428</u>	<u>379</u>	<u>125</u>	<u>1,119</u>
Delaware	37	12	25	7	6	8	16
Dist. of Columbia	16	2	14	5	8	---	3
Maryland	147	48	99	39	25	12	71
New Jersey	291	64	227	47	66	17	161
New York	476	194	282	101	85	36	254
Pennsylvania	720	178	542	122	125	41	432
Virginia	270	85	185	76	40	9	145
West Virginia	94	43	51	31	24	2	37
Great Lakes--Total	<u>4,031</u>	<u>1,212</u>	<u>2,819</u>	<u>779</u>	<u>299</u>	<u>323</u>	<u>2,630</u>
Illinois	909	122	787	113	79	61	656
Indiana	498	131	367	90	41	31	336
Michigan	422	231	191	126	34	42	220
Minnesota	492	163	329	95	12	46	339
North Dakota	451	107	344	62	7	25	357
Ohio	678	223	455	143	99	57	379
South Dakota	165	79	86	45	4	31	85
Wisconsin	416	156	260	105	23	30	258
New England--Total	<u>513</u>	<u>220</u>	<u>293</u>	<u>132</u>	<u>110</u>	<u>10</u>	<u>261</u>
Connecticut	105	28	77	28	32	1	44
Maine	146	81	65	28	13	4	101
Massachusetts	130	54	76	41	41	3	45
New Hampshire	54	29	25	18	13	2	21
Rhode Island	18	8	10	7	4	---	7
Vermont	60	20	40	10	7	---	43

TABLE 3.3 (Continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES
ON RECORD, BY TYPE OF OWNERSHIP
DECEMBER 31, 1983

FAA Region and State	Total Facilities	By Ownership		Paved Airports		Unpaved Airports	
		Public	Private	Lighted	Not Lighted	Lighted	Not Lighted
Northwest Mountain--Total	<u>1,636</u>	<u>697</u>	<u>939</u>	<u>419</u>	<u>278</u>	<u>98</u>	<u>841</u>
Colorado	321	94	227	78	66	19	158
Idaho	196	124	72	40	22	4	130
Montana	197	127	70	66	17	18	96
Oregon	341	111	230	66	67	19	189
Utah	95	51	44	42	20	1	32
Washington	382	142	240	96	72	34	180
Wyoming	104	48	56	31	14	3	56
Southern--Total	<u>1,947</u>	<u>849</u>	<u>1,098</u>	<u>687</u>	<u>306</u>	<u>94</u>	<u>860</u>
Alabama	169	110	59	96	29	6	38
Florida	541	137	404	124	88	30	299
Georgia	302	121	181	110	49	11	132
Kentucky	127	73	54	57	27	4	39
Mississippi	181	100	81	72	27	7	75
North Carolina	284	128	156	89	30	16	149
Puerto Rico	31	12	19	11	16	---	4
South Carolina	137	72	65	50	14	13	60
Tennessee	169	94	75	76	26	7	60
Virgin Islands	6	2	4	2	---	---	4
Southwest--Total	<u>2,506</u>	<u>873</u>	<u>1,633</u>	<u>688</u>	<u>550</u>	<u>63</u>	<u>1,205</u>
Arkansas	160	100	60	75	22	4	59
Louisiana	311	96	215	71	91	5	144
New Mexico	160	79	81	47	25	2	86
Oklahoma	332	176	156	122	52	12	146
Texas	1,543	422	1,121	373	360	40	770
Western-Pacific--Total	<u>1,305</u>	<u>476</u>	<u>829</u>	<u>362</u>	<u>450</u>	<u>21</u>	<u>472</u>
Arizona	240	81	159	64	57	5	114
California	862	287	575	257	329	13	263
Hawaii	51	14	37	12	26	---	13
Nevada	126	71	55	23	32	3	68
South Pacific ²	26	23	3	6	6	---	14

¹ Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

² American Samoa, Guam and Trust Territories.

TABLE 3.4

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES
ON RECORD, BY LENGTH OF LONGEST RUNWAY, BY FAA REGION AND STATE
DECEMBER 31, 1983

FAA Region and State	Total	Under 3,000	3,000- 3,999	4,000- 4,999	5,000- 5,999	6,000- 6,999	7,000- 7,999	8,000- 8,999	9,000- 9,999	10,000- & Over
Total	<u>16,029</u>	<u>10,578</u>	<u>2,624</u>	<u>1,110</u>	<u>819</u>	<u>319</u>	<u>170</u>	<u>114</u>	<u>60</u>	<u>235</u>
United States--Total ¹	<u>15,966</u>	<u>10,546</u>	<u>2,617</u>	<u>1,105</u>	<u>815</u>	<u>314</u>	<u>166</u>	<u>113</u>	<u>58</u>	<u>232</u>
Alaskan--Total	<u>615</u>	<u>338</u>	<u>71</u>	<u>52</u>	<u>57</u>	<u>21</u>	<u>11</u>	<u>7</u>	<u>2</u>	<u>56</u>
Central--Total	<u>1,425</u>	<u>1,017</u>	<u>260</u>	<u>68</u>	<u>36</u>	<u>14</u>	<u>11</u>	<u>7</u>	<u>2</u>	<u>10</u>
Iowa	280	195	54	18	4	5	1	2	1	---
Kansas	380	268	69	17	16	---	6	1	---	3
Missouri	419	311	71	12	10	6	2	1	---	6
Nebraska	346	243	66	21	6	3	2	3	1	1
Eastern--Total	<u>2,051</u>	<u>1,639</u>	<u>182</u>	<u>74</u>	<u>74</u>	<u>27</u>	<u>14</u>	<u>8</u>	<u>10</u>	<u>23</u>
Delaware	37	29	4	2	1	---	1	---	---	---
District of Columbia	16	14	---	---	---	1	---	---	---	1
Maryland	147	119	16	7	3	---	---	1	1	---
New Jersey	291	247	21	5	9	1	3	1	1	3
New York	476	357	47	19	17	10	4	2	4	16
Pennsylvania	720	620	44	21	18	7	3	1	3	3
Virginia	270	199	36	15	11	4	1	3	1	---
West Virginia	94	54	14	5	15	4	2	---	---	---
Great Lakes--Total	<u>4,031</u>	<u>3,058</u>	<u>547</u>	<u>155</u>	<u>112</u>	<u>59</u>	<u>26</u>	<u>22</u>	<u>9</u>	<u>43</u>
Illinois	909	799	63	15	13	9	3	3	---	4
Indiana	498	396	60	13	15	4	2	1	2	5
Michigan	422	285	74	19	21	10	6	1	1	5
Minnesota	492	301	87	24	29	15	6	7	---	23
North Dakota	451	359	65	17	4	2	2	1	1	---
Ohio	678	525	85	34	19	7	1	3	3	1
South Dakota	165	92	47	15	3	5	1	2	---	---
Wisconsin	416	301	66	18	8	7	5	4	2	5
New England--Total	<u>513</u>	<u>353</u>	<u>51</u>	<u>29</u>	<u>40</u>	<u>11</u>	<u>7</u>	<u>3</u>	<u>2</u>	<u>17</u>
Connecticut	105	86	5	6	5	---	1	---	1	1
Maine	146	78	17	14	13	5	3	1	---	15
Massachusetts	130	91	16	5	11	3	1	1	1	1
New Hampshire	54	36	8	---	7	2	1	---	---	---
Rhode Island	18	12	1	2	1	1	---	1	---	---
Vermont	60	50	4	2	3	---	1	---	---	---

TABLE 3.4 (Continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES
ON RECORD, BY LENGTH OF LONGEST RUNWAY, BY FAA REGION AND STATE
DECEMBER 31, 1983

FAA Region and State	Total	Under 3,000	3,000- 3,999	4,000- 4,999	5,000- 5,999	6,000- 6,999	7,000- 7,999	8,000- 8,999	9,000- 9,999	10,000- & Over
Northwest Mountain--Total	<u>1,636</u>	<u>931</u>	<u>284</u>	<u>184</u>	<u>120</u>	<u>43</u>	<u>25</u>	<u>13</u>	<u>12</u>	<u>24</u>
Colorado	321	167	54	45	27	9	8	6	1	4
Idaho	196	102	42	32	12	2	---	1	3	2
Montana	197	74	70	28	13	2	---	2	4	4
Oregon	341	252	38	20	16	8	2	1	---	4
Utah	95	21	16	23	19	9	5	---	1	1
Washington	382	284	46	13	20	5	4	1	2	7
Wyoming	104	31	19	23	13	8	6	2	1	2
Southern--Total	<u>1,947</u>	<u>1,069</u>	<u>445</u>	<u>186</u>	<u>131</u>	<u>45</u>	<u>22</u>	<u>24</u>	<u>8</u>	<u>17</u>
Alabama	169	72	42	30	10	5	2	5	2	1
Florida	541	324	96	43	36	16	8	7	1	10
Georgia	302	167	76	21	28	5	---	3	1	1
Kentucky	127	80	19	13	8	5	---	---	1	1
Mississippi	131	76	73	14	9	3	2	3	1	---
North Carolina	284	173	60	29	9	5	5	2	---	1
Puerto Rico	31	20	3	2	3	1	---	---	---	2
South Carolina	137	68	41	3	15	2	1	2	---	---
Tennessee	169	87	35	25	13	3	2	2	2	---
Virgin Islands	6	2	---	1	---	---	2	---	---	1
Southwest--Total	<u>2,506</u>	<u>1,389</u>	<u>580</u>	<u>241</u>	<u>163</u>	<u>50</u>	<u>34</u>	<u>17</u>	<u>6</u>	<u>26</u>
Arkansas	160	67	54	16	13	8	1	1	---	---
Louisiana	311	196	66	17	12	4	2	2	1	11
New Mexico	160	35	24	31	41	10	12	3	---	4
Oklahoma	332	199	85	20	16	4	3	1	2	2
Texas	1,543	892	351	157	81	24	16	10	3	9
Western-Pacific--Total	<u>1,305</u>	<u>784</u>	<u>204</u>	<u>121</u>	<u>86</u>	<u>49</u>	<u>20</u>	<u>13</u>	<u>9</u>	<u>19</u>
Arizona	240	119	38	40	21	11	5	4	---	2
California	362	570	140	55	40	25	7	6	4	15
Hawaii	51	39	3	2	2	2	1	---	1	1
Nevada	126	46	19	22	22	7	5	2	2	1
South Pacific ²	26	10	4	2	1	4	2	1	2	---

¹ Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

² American Samoa, Guam, and Trust Territories.

TABLE 3.5

**U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES
ON RECORD, BY FAA REGION AND STATE AND OTHER AREAS
DECEMBER 31, 1974 - 1983**

FAA Region and State	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
Total	<u>13,062</u>	<u>13,251</u>	<u>13,770</u>	<u>14,117</u>	<u>14,574</u>	<u>14,746</u>	<u>15,161</u>	<u>15,476</u>	<u>15,831</u>	<u>16,029</u>
United States--Total ¹	<u>13,019</u>	<u>13,207</u>	<u>13,728</u>	<u>14,069</u>	<u>14,525</u>	<u>14,693</u>	<u>15,107</u>	<u>15,422</u>	<u>15,778</u>	<u>15,966</u>
Alaskan--Total	<u>766</u>	<u>769</u>	<u>762</u>	<u>763</u>	<u>756</u>	<u>734</u>	<u>731</u>	<u>689</u>	<u>666</u>	<u>615</u>
Central--Total	<u>1,205</u>	<u>1,198</u>	<u>1,243</u>	<u>1,274</u>	<u>1,322</u>	<u>1,325</u>	<u>1,340</u>	<u>1,373</u>	<u>1,379</u>	<u>1,425</u>
Iowa	248	241	250	253	257	258	267	270	273	280
Kansas	314	318	334	351	372	374	377	376	377	380
Missouri	346	343	358	365	371	374	377	393	398	419
Nebraska	297	296	301	305	322	319	319	334	331	346
Eastern--Total	<u>1,729</u>	<u>1,776</u>	<u>1,860</u>	<u>1,906</u>	<u>1,976</u>	<u>1,961</u>	<u>1,971</u>	<u>2,003</u>	<u>2,011</u>	<u>2,051</u>
Delaware	32	32	32	32	32	35	36	37	35	37
District of Columbia	14	16	16	17	17	18	18	16	16	16
Maryland	123	128	135	142	148	144	150	145	147	147
New Jersey	222	222	239	254	263	266	265	271	280	291
New York	478	488	496	490	498	482	471	486	486	476
Pennsylvania	579	609	644	651	692	684	694	698	696	720
Virginia	227	230	240	249	255	256	260	260	262	270
West Virginia	54	51	58	71	71	76	77	90	89	94
Great Lakes--Total	<u>2,914</u>	<u>2,940</u>	<u>3,095</u>	<u>3,177</u>	<u>3,370</u>	<u>3,439</u>	<u>3,641</u>	<u>3,813</u>	<u>4,023</u>	<u>4,031</u>
Illinois	329	831	867	876	901	891	942	929	908	909
Indiana	232	237	293	306	317	325	347	365	490	498
Michigan	403	400	421	413	418	413	419	417	421	422
Minnesota	295	301	312	336	420	468	491	493	498	492
North Dakota	196	198	209	211	217	221	229	365	442	451
Ohio	543	548	558	569	584	586	652	674	681	678
South Dakota	124	125	131	134	142	153	159	162	163	165
Wisconsin	292	303	321	332	371	382	402	408	420	416
New England--Total	<u>512</u>	<u>529</u>	<u>547</u>	<u>542</u>	<u>540</u>	<u>536</u>	<u>542</u>	<u>534</u>	<u>521</u>	<u>513</u>
Connecticut	91	91	104	103	104	106	108	105	105	105
Maine	158	161	162	162	157	160	162	158	147	146
Massachusetts	131	139	141	139	140	137	138	136	134	130
New Hampshire	56	58	57	54	55	52	52	52	54	54
Rhode Island	17	18	22	24	23	20	18	18	18	18
Vermont	59	62	61	60	61	61	64	65	63	60

TABLE 3.5 (Continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES
ON RECORD, BY FAA REGION AND STATE AND OTHER AREAS
DECEMBER 31, 1974 - 1983

FAA Region and State	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
Northwest Mountain--Total	<u>1,318</u>	<u>1,340</u>	<u>1,414</u>	<u>1,457</u>	<u>1,490</u>	<u>1,542</u>	<u>1,593</u>	<u>1,586</u>	<u>1,619</u>	<u>1,636</u>
Colorado	228	230	255	261	272	301	307	312	326	321
Idaho	174	181	187	190	190	194	197	196	197	196
Montana	168	167	172	169	172	177	185	190	191	197
Oregon	273	277	286	301	302	308	323	318	332	341
Utah	93	90	90	93	95	100	104	102	96	95
Washington	296	307	334	350	365	365	371	363	372	382
Wyoming	86	88	90	93	94	97	106	105	105	104
Southern--Total	<u>1,436</u>	<u>1,474</u>	<u>1,555</u>	<u>1,666</u>	<u>1,719</u>	<u>1,765</u>	<u>1,851</u>	<u>1,895</u>	<u>1,919</u>	<u>1,947</u>
Alabama	126	129	131	142	147	156	163	165	167	169
Florida	341	355	391	438	454	458	485	506	529	541
Georgia	236	248	262	275	278	283	288	293	295	302
Kentucky	81	87	90	97	101	112	128	125	127	127
Mississippi	141	145	148	154	160	165	171	180	180	181
North Carolina	236	237	251	258	270	271	285	286	280	284
Puerto Rico	26	25	23	27	27	32	32	33	32	31
South Carolina	117	116	123	126	126	127	132	137	135	137
Tennessee	128	128	132	144	150	155	160	164	168	169
Virgin Islands	4	4	4	4	5	6	7	6	6	6
Southwest--Total	<u>2,046</u>	<u>2,070</u>	<u>2,087</u>	<u>2,123</u>	<u>2,227</u>	<u>2,227</u>	<u>2,263</u>	<u>2,333</u>	<u>2,425</u>	<u>2,506</u>
Arkansas	161	165	166	167	167	167	156	157	157	160
Louisiana	286	281	280	282	291	291	289	292	303	311
New Mexico	134	134	139	139	145	145	149	156	159	160
Oklahoma	273	277	285	285	292	292	294	297	322	332
Texas	1,192	1,213	1,217	1,250	1,332	1,332	1,375	1,431	1,484	1,543
Western-Pacific--Total	<u>1,136</u>	<u>1,152</u>	<u>1,190</u>	<u>1,209</u>	<u>1,220</u>	<u>1,217</u>	<u>1,229</u>	<u>1,250</u>	<u>1,268</u>	<u>1,305</u>
Arizona	196	196	202	209	210	210	216	224	233	240
California	769	781	804	813	819	819	825	832	843	862
Hawaii	47	47	53	56	54	54	50	51	49	51
Nevada	111	113	118	118	119	119	123	128	128	126
South Pacific ²	13	15	15	16	12	11	15	15	15	26

¹ Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

² American Samoa, Guam, and Trust Territories.

TABLE 3.6
AIRPORT IMPROVEMENT PROGRAM: FISCAL YEAR 1983
(EXCLUDES AMENDMENT TO GRANTS)

FAA Region and State	Primary		Commercial		Reliever		General Aviation		System Planning	
	Total Federal Funds (\$000)	Total Projects	Total Federal Funds (\$000)	Total Projects	Total Federal Funds (\$000)	Total Projects	Total Federal Funds (\$000)	Total Projects	Total Federal Funds (\$000)	Total Projects
Total	<u>394,957</u>	<u>326</u>	<u>81,845</u>	<u>159</u>	<u>100,193</u>	<u>138</u>	<u>155,228</u>	<u>420</u>	<u>3,773</u>	<u>38</u>
United States--Total ¹	<u>383,545</u>	<u>320</u>	<u>78,581</u>	<u>153</u>	<u>100,193</u>	<u>138</u>	<u>155,228</u>	<u>420</u>	<u>3,773</u>	<u>38</u>
Alaskan--Total	<u>7,676</u>	<u>4</u>	<u>3,910</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>22,127</u>	<u>11</u>	<u>0</u>	<u>0</u>
Central--Total	<u>23,461</u>	<u>15</u>	<u>5,535</u>	<u>10</u>	<u>6,692</u>	<u>9</u>	<u>14,498</u>	<u>28</u>	<u>180</u>	<u>2</u>
Iowa	1,360	3	1,226	3	702	1	2,040	5	0	0
Kansas	2,238	4	1,547	3	3,993	5	4,285	9	0	0
Missouri	15,897	5	966	2	1,785	2	5,520	10	180	2
Nebraska	3,966	3	1,796	2	212	1	2,654	4	0	0
Eastern--Total	<u>58,499</u>	<u>51</u>	<u>16,866</u>	<u>18</u>	<u>12,096</u>	<u>13</u>	<u>18,668</u>	<u>60</u>	<u>916</u>	<u>10</u>
Delaware	0	0	100	1	0	0	0	0	0	0
District of Columbia	0	0	0	0	0	0	0	0	279	1
Maryland	3,721	3	1,016	1	3,650	2	1,009	8	111	1
New Jersey	6,063	4	8,626	3	1,272	1	1,062	4	0	0
New York	22,881	14	1,100	1	432	1	3,751	14	124	4
Pennsylvania	17,342	15	4,680	7	3,112	6	4,122	18	298	3
Virginia	7,902	12	203	1	3,630	3	4,703	12	134	1
West Virginia	590	3	1,141	4	0	0	4,021	4	0	0
Great Lakes--Total	<u>56,565</u>	<u>46</u>	<u>21,550</u>	<u>39</u>	<u>23,663</u>	<u>26</u>	<u>22,238</u>	<u>61</u>	<u>655</u>	<u>5</u>
Illinois	13,574	8	5,740	8	9,580	7	3,360	10	0	0
Indiana	4,382	4	1,917	4	3,349	5	3,426	10	75	1
Michigan	12,877	11	6,698	10	840	2	2,579	8	400	3
Minnesota	4,361	3	1,156	5	4,960	2	3,257	5	180	1
North Dakota	3,202	3	1,616	3	0	0	1,626	4	0	0
Ohio	9,141	9	1,261	1	4,700	9	4,573	13	0	0
South Dakota	1,519	2	882	4	0	0	1,569	6	0	0
Wisconsin	7,509	6	2,280	4	234	1	1,848	5	0	0
New England--Total	<u>10,799</u>	<u>19</u>	<u>6,988</u>	<u>19</u>	<u>2,055</u>	<u>4</u>	<u>4,644</u>	<u>29</u>	<u>39</u>	<u>1</u>
Connecticut	2,987	4	0	0	0	0	42	1	0	0
Maine	611	1	2,618	9	0	0	1,205	10	39	1
Massachusetts	5,569	9	949	6	1,121	2	1,669	11	0	0
New Hampshire	1,051	3	3,421	4	610	1	481	3	0	0
Rhode Island	421	1	0	0	324	1	130	1	0	0
Vermont	160	1	0	0	0	0	1,117	3	0	0

TABLE 3.6 (Continued)

AIRPORT IMPROVEMENT PROGRAM: FISCAL YEAR 1983
(EXCLUDES AMENDMENT TO GRANTS)

FAA Region and State	Primary		Commercial		Reliever		General Aviation		System Planning	
	Total Federal Funds (\$000)	Total Projects	Total Federal Funds (\$000)	Total Projects	Total Federal Funds (\$000)	Total Projects	Total Federal Funds (\$000)	Total Projects	Total Federal Funds (\$000)	Total Projects
Northwest Mountain--Total	<u>29,438</u>	<u>36</u>	<u>7,657</u>	<u>20</u>	<u>8,546</u>	<u>16</u>	<u>14,329</u>	<u>42</u>	<u>322</u>	<u>3</u>
Colorado	12,472	4	1,520	6	4,395	4	1,766	4	90	1
Idaho	356	2	906	2	209	1	1,760	4	0	0
Montana	2,727	8	0	0	0	0	2,144	7	0	0
Oregon	1,980	3	139	2	1,230	2	3,029	11	0	0
Utah	3,654	2	400	1	348	1	1,602	5	97	1
Washington	7,059	11	2,982	5	2,364	8	1,919	4	0	0
Wyoming	1,190	6	1,710	4	0	0	2,109	7	135	1
Southern--Total	<u>84,872</u>	<u>68</u>	<u>4,094</u>	<u>12</u>	<u>11,242</u>	<u>17</u>	<u>25,177</u>	<u>80</u>	<u>156</u>	<u>2</u>
Alabama	8,500	7	660	1	1,361	1	3,508	12	0	0
Florida	17,445	17	93	2	4,599	7	3,092	12	0	0
Georgia	15,510	6	4	1	1,680	3	2,251	9	48	1
Kentucky	6,470	4	437	2	508	1	5,744	9	0	0
Mississippi	2,521	4	2,700	4	0	0	3,623	13	0	0
North Carolina	11,147	11	200	2	0	0	2,847	8	0	0
Puerto Rico	3,130	2	0	0	0	0	0	0	0	0
South Carolina	3,317	4	0	0	349	1	2,285	8	108	1
Tennessee	9,632	12	0	0	2,745	4	1,827	9	0	0
Virgin Islands	7,200	1	0	0	0	0	0	0	0	0
Southwest--Total	<u>64,809</u>	<u>55</u>	<u>6,074</u>	<u>21</u>	<u>17,973</u>	<u>27</u>	<u>18,684</u>	<u>69</u>	<u>928</u>	<u>10</u>
Arkansas	4,265	4	761	4	355	1	2,248	12	90	1
Louisiana	8,912	11	938	3	2,777	4	2,854	12	145	3
New Mexico	4,023	3	2,018	7	2,343	3	3,680	6	0	0
Oklahoma	6,832	7	0	0	2,665	6	1,798	11	371	2
Texas	40,777	30	2,357	7	9,833	13	8,104	28	322	4
Western-Pacific--Total	<u>58,839</u>	<u>32</u>	<u>10,174</u>	<u>17</u>	<u>17,928</u>	<u>26</u>	<u>14,861</u>	<u>40</u>	<u>546</u>	<u>5</u>
Arizona	5,702	4	400	1	3,234	3	4,533	11	279	2
California	44,043	23	5,237	9	13,582	19	9,103	24	267	3
Hawaii	0	0	0	0	0	0	0	0	0	0
N. Mariana Islands	112	1	334	1	0	0	0	0	0	0
Nevada	8,012	2	273	1	1,112	4	1,225	5	0	0
South Pacific ²	970	2	2,930	5	0	0	0	0	0	0

¹ Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

² American Samoa, Guam, and Trust Territories.

NOTE: See Chapter introduction for explanation of changes. Also, see Glossary under "Airports Grants-in-Aid Program" for definitions of new categories.
 Total Federal Funds columns may not add due to rounding.

IV. AIR CARRIER PASSENGERS

AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS (TABLES 4.1 - 4.9)

COMMUTERS (TABLES 4.10 - 4.12)

AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS

The data presented in this section of the chapter were obtained from information reported quarterly to the Civil Aeronautics Board (CAB) by the certificated route air carriers on Schedule T-3 (a)(b)(c)--airport activity statistics of CAB Form 41, uniform system of accounts and reports for certificated air carriers. These statistics summarize revenue; passenger enplanements; aircraft departures; and tons of freight, express, and mail enplaned at the 500 certificated points in the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration (FAA) receiving scheduled and nonscheduled service during calendar year 1983.

Air traffic hubs are not airports; they are the cities and Standard Metropolitan Statistical Areas (SMSA) requiring aviation services. An SMSA is a county that contains at least one city of 50,000 population, or twin cities with a combined population of at least 50,000, plus any contiguous counties that are metropolitan in character and have similar economic and social relationships. These metropolitan areas constitute a primary focal point for the transportation research programs of the FAA, and the analyses of individual cities within an area are treated in relationship to the entire area. In those instances where two or more individually certificated communities are located in an SMSA, those communities are grouped under the SMSA definition throughout this publication.

Individual communities fall into four hub classifications as determined by each community's percentage of the total enplaned revenue passengers in all services and all operations of U.S. certificated route air carriers within the 50 States, the District of Columbia, and other U.S. areas designated by the FAA. Classifications in this issue are based on 303,720,634 total enplaned revenue passengers.

The percentage and number of enplaned passengers in the hub classifications for calendar year 1983 are:

<u>Hub Classification</u>	<u>Percentage of Total Enplaned Passengers</u>	<u>Number of Enplaned Passengers</u>
Large (L)	1.00 or more	3,037,206 or more
Medium (M)	0.25 to 0.99	759,302 to 3,037,205
Small (S)	0.05 to 0.24	151,860 to 759,301
Nonhub (N)	less than 0.05	less than 151,859

For the 12-month period ending December 31, 1983, there were 121 air traffic hubs. These hubs represented 24.2 percent of the 500 certificated points in the 50 States, the District of Columbia, and other U.S. areas receiving air carrier service during the period. The dominance of the hubs in the air traffic patterns is brought out by the fact that of the 303,720,634 passenger enplanements during the period, 97.1 percent (294,761,236) were recorded at the 121 hubs, while the nonhubs accounted for only 2.9 percent (8,959,398). Of the 97.1 percent of the passenger enplanements recorded at the hubs, the 26 large hubs accounted for 72.6 percent, the 36 medium hubs accounted for 17.6 percent, and the 59 small hubs accounted for 6.9 percent.

Data for passenger enplanements include enplaned passengers in both domestic and international, and scheduled and nonscheduled service of the certificated route air carriers, for all types of aircraft for the 50 States, the District of Columbia, and other U.S. areas designated by the FAA.

AIR TRAFFIC HUBS December 31, 1983

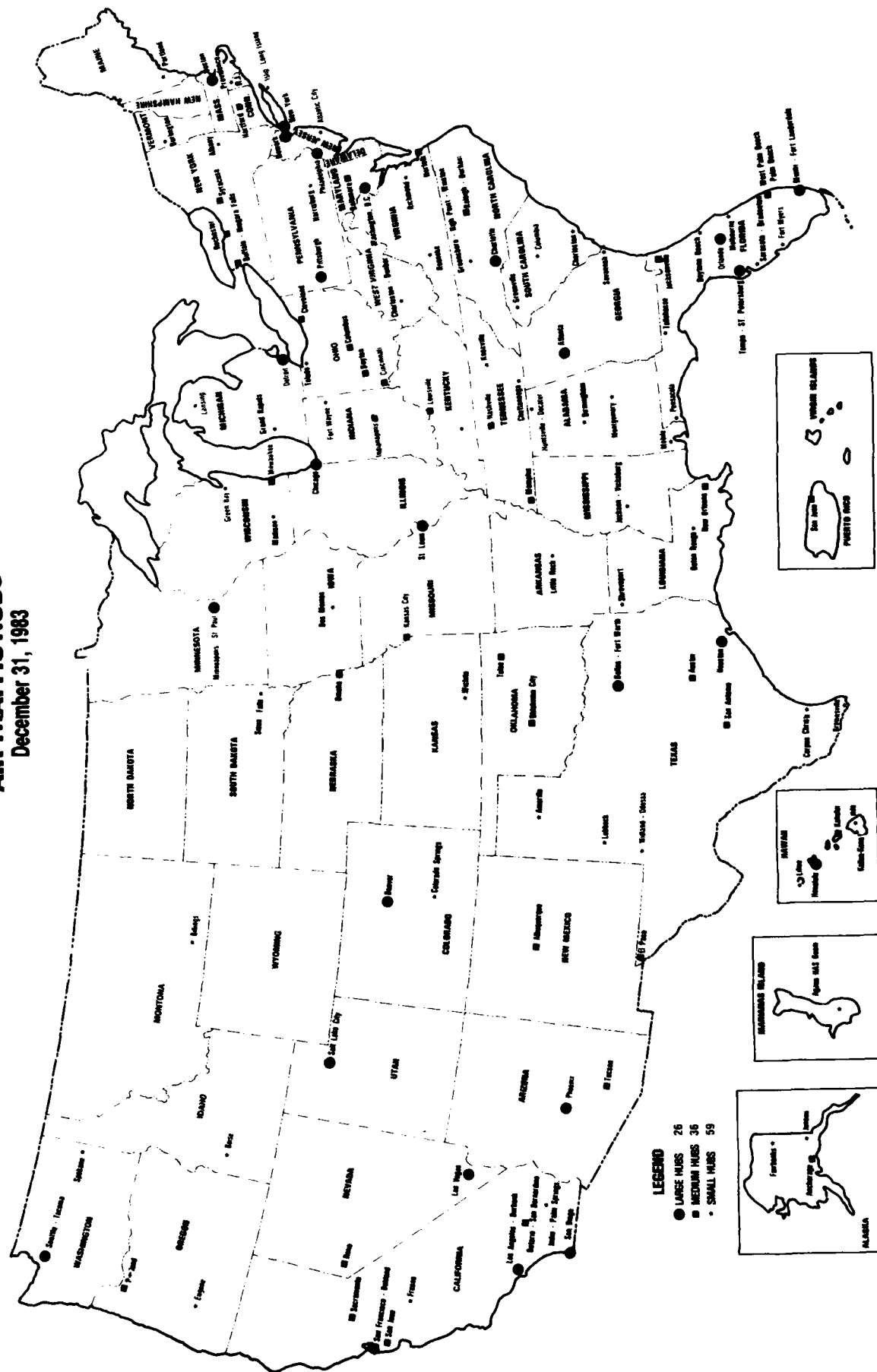


TABLE 4.1

CERTIFICATED ROUTE AIR CARRIERS
AS OF DECEMBER 31, 1983

Air California, Inc.	Munz Northern Airlines, Inc.
Air Florida, Inc.	Muse Air Corporation
Air Illinois, Inc.	New York Air, Inc.
Air Midwest, Inc.	Northeastern International Airways
Air Wisconsin, Inc.	Northern Air Cargo, Inc.
Alaska Airlines, Inc.	Northwest Airlines, Inc.
Alaska International Air	Ozark Air Lines, Inc.
Aloha Airlines, Inc.	Pacific East Air, Inc.
American Airlines, Inc.	Pacific Express
American International Airways, Inc.	Pacific Southwest Airlines, Inc.
American West Airlines, Inc.	Pan American World Airways, Inc.
Arrow Air, Inc.	People Express Airlines, Inc.
Best Airlines, Inc.	Piedmont Aviation, Inc.
Capitol International, Inc.	Reeve Aleutian Airways, Inc.
Challenge Air Transport, Inc.	Republic Airlines, Inc.
Continental Air Lines, Inc.	Sky West Aviation, Inc.
Delta Air Lines, Inc.	South Pacific Island Airway
Eastern Air Lines, Inc.	Southwest Airlines Co.
Emerald Airlines, Inc.	Sunworld International Airlines, Inc.
Empire Airlines, Inc.	Tower Air, Inc.
Evergreen International, Inc.	Trans World Airlines, Inc.
Flying Tiger Line, Inc., The	United Air Lines, Inc.
Frontier Airlines, Inc.	U. S. Air, Inc.
Hawaii Express	Western Air Lines, Inc.
Hawaiian Airlines, Inc.	Wien Air Alaska, Inc.
Jet America Airlines, Inc.	World Airways, Inc.
Mid-South Aviation, Inc.	Zantop International Airlines, Inc.
Midway Airlines, Inc.	

TABLE 4.2
AIRLINE TRAFFIC ENPLANED AT U.S. STATIONS
1974 - 1983

Year	Enplaned Passengers			Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Domestic	Inter- national			
1974 ^a	195,806,001	189,316,615	6,489,386	4,536,090	894,016.2	2,988,072.3
1975 ^a	194,538,351	188,495,858	6,042,493	4,525,031	890,490.7	2,717,369.5
1976 ^a	213,076,331	206,664,841	6,411,490	4,670,531	957,048.3	2,840,839.9
1977 ^a	229,344,987	222,589,589	6,755,398	4,781,923	997,473.3	3,031,518.1
1978 ^a	261,313,500	253,397,340	7,916,160	4,844,426	1,043,564.5	3,244,108.8
1979 ^a	296,132,661	286,880,624	9,252,037	5,094,736	1,071,071.8	3,122,796.4
1980 ^a	278,957,991	269,585,572	9,372,419	5,131,204	1,520,132.5	3,504,028.3
1981	263,684,851	256,007,148	7,677,703	4,940,700	1,160,808.6	2,643,964.8
1982	275,540,455	268,118,227	7,422,228	4,716,900	1,185,857.7	2,389,304.9
1983	301,347,773	292,962,603	8,385,170	4,825,467	1,227,581.1	2,558,106.8

^a These data include domestic all-cargo figures.

NOTE: Data include scheduled and nonscheduled operations.

Source: CAB-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.3

AMERICAN FLAG AIRLINE TRAFFIC ENPLANED AT TERRITORIAL U.S. STATIONS
1974 - 1983

Year	Enplaned Passengers			Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Domestic	Inter- national			
1974	2,601,804	182 ^a	2,601,622	35,906	5,639.3	45,922.6
1975	2,243,793	--	2,243,793	30,485	5,807.1	47,394.0
1976	2,258,714	--	2,258,714	28,559	5,551.2	48,329.3
1977	2,358,039	--	2,358,039	27,511	6,212.7	55,971.6
1978	2,713,246	--	2,713,246	29,040	5,919.4	59,188.7
1979	2,901,802	3,240	2,898,562	31,388	5,660.7	60,788.1
1980	2,450,861	454	2,450,407	25,644	5,992.8	58,159.1
1981	2,221,106	1,807,670	413,436	21,080	6,135.3	56,561.2
1982	2,210,575	1,718,635	491,940	28,414	5,770.7	56,612.0
1983	2,372,861	1,788,115	584,746	34,942	6,035.8	68,088.1

^a 1974 Domestic total is for scheduled operations only.

NOTE: Data include scheduled and nonscheduled operations.

Source: CAB-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.4*

AMERICAN FLAG AIRLINE TRAFFIC ENPLANED AT FOREIGN STATIONS
1974 - 1983

Year	Enplaned Passengers			Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Domestic	Inter- national			
1974	11,787,449	1,878,916	9,908,533	203,980	68,958.2	367,988.3
1975	10,908,448	1,946,322	8,962,126	189,918	62,206.1	363,510.7
1976	11,575,637	2,156,129	9,419,508	183,431	62,557.5	390,220.0
1977	12,319,732	2,413,989	9,905,743	178,711	63,124.1	384,406.4
1978	13,556,828	2,691,315	10,865,513	174,416	57,401.5	386,444.9
1979	15,422,473	3,018,989	12,403,484	181,857	54,902.0	400,667.0
1980	15,452,058	3,200,402	12,251,656	176,050	56,989.0	417,574.6
1981	15,473,356	3,122,244	12,351,112	174,513	53,913.1	457,816.5
1982	14,787,796	2,912,514	11,875,282	176,314	55,722.8	505,703.0
1983	16,165,657	2,733,990	13,431,667	182,631	59,486.7	593,300.9

* Includes operations of certificated all-cargo carriers.

NOTE: Data include scheduled and nonscheduled operations.

Source: CAB-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.5
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER
12 MONTHS ENDING DECEMBER 31, 1983

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons					
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority		Foreign mail	
							Priority	Nonpriority		
MAJORS-----										
AMERICAN DOMESTIC-----	SCHEDULED	332599	332631	331841	29758503	305617.85		86137.92	53090.02	
	NONSCHEDULED	91			6003					
	ALL SERVICES	332690	332631	331841	29764506	305617.85		86137.92	53090.02	
INTERNATIONAL-----	SCHEDULED	18169	17492	17253	1656240	17830.04		1391.96	187.81	
	NONSCHEDULED	6								
	ALL SERVICES	18175	17492	17253	1656240	17830.04		1391.96	187.81	
TOTAL-----	SCHEDULED	350768	352923	349134	31414743	323447.89		87529.88	53277.83	
	NONSCHEDULED	97			6003					
	ALL SERVICES	350865	352923	349134	31420746	323447.89		87529.88	53277.83	
CONTINENTAL DOMESTIC-----	SCHEDULED	153753	151131	153285	9291107	74586.02	455.27	21248.45	1341.40	
	NONSCHEDULED	196			8406					
	ALL SERVICES	153949	151131	153085	9299513	74586.02	455.27	21248.45	1341.40	
INTERNATIONAL-----	SCHEDULED	14723	14915	14550	944897	10462.54	4.08	1686.23	.79	345.60
	NONSCHEDULED									
	ALL SERVICES	14723	14915	14550	944897	10462.54	4.08	1686.23	.79	345.60
TOTAL-----	SCHEDULED	168481	17496	167635	10236004	85048.56	459.35	22934.68	1342.19	345.60
	NONSCHEDULED	196			8406					
	ALL SERVICES	168677	17496	167635	10244410	85048.56	459.35	22934.68	1342.19	345.60
DELTA DOMESTIC-----	SCHEDULED	505233	508028	504045	36103335	223385.72	13401.68	156026.18		.27
	NONSCHEDULED	292			15104			.01		
	ALL SERVICES	505525	508028	504095	36118439	223385.72	13401.68	156026.19		.27
INTERNATIONAL-----	SCHEDULED	4173	4178	4135	677520	11225.57	.02	593.09		515.41
	NONSCHEDULED	5			678					
	ALL SERVICES	4178	4178	4135	698198	11225.57	.02	593.09		515.41
TOTAL-----	SCHEDULED	505406	512206	508230	36400855	234611.29	13401.70	156619.27		515.68
	NONSCHEDULED	297			15782			.01		
	ALL SERVICES	505703	512206	508230	36816637	234611.29	13401.70	156619.28		515.68
EASTERN DOMESTIC-----	SCHEDULED	481562	483766	475921	33397173	168920.50	10370.96	104731.03	15187.55	
	NONSCHEDULED	400			22212					
	ALL SERVICES	481962	483766	475921	33919385	168920.50	10370.96	104731.03	15187.55	
INTERNATIONAL-----	SCHEDULED	32467	32527	32243	3078675	26947.67	342.83	3996.13	354.21	1.18
	NONSCHEDULED	87			9647					
	ALL SERVICES	32554	32527	32243	3088122	26947.67	342.83	3996.13	354.21	1.18
TOTAL-----	SCHEDULED	514629	516293	508164	36975648	195868.17	10713.79	108727.16	15541.76	1.18
	NONSCHEDULED	487			31859					
	ALL SERVICES	515116	516293	508164	37007207	195868.17	10713.79	108727.16	15541.76	1.18
NORTHWEST DOMESTIC-----	SCHEDULED	153783	156165	153324	10383482	167158.68	3719.40	42337.26	20393.98	917.54
	NONSCHEDULED	92			11065					
	ALL SERVICES	153875	156165	153324	10394547	167158.68	3719.40	42337.26	20393.98	917.54
INTERNATIONAL-----	SCHEDULED	14012	13821	13559	2334818	123248.18	10570.70	8667.87	2674.87	
	NONSCHEDULED	147			10775	1436.32				
	ALL SERVICES	14159	13821	13559	2345593	124684.50	10570.70	8667.87	2674.87	
TOTAL-----	SCHEDULED	167775	169986	166883	12718330	290406.86	3719.40	52907.96	29061.85	3592.41
	NONSCHEDULED	239			21840	1436.32				
	ALL SERVICES	168014	169986	166883	12740140	291843.18	3719.40	52907.96	29061.85	3592.41
PACIFIC AIR DOMESTIC-----	SCHEDULED	71342	71980	70937	6140982	61425.65	6.05	22362.53	1351.65	156.20
	NONSCHEDULED	429			92530	111.91				
	ALL SERVICES	71771	71980	70937	6233512	61537.56	6.05	22362.53	1351.65	156.20
INTERNATIONAL-----	SCHEDULED	70343	70362	68757	7992842	152900.22	.01	26880.84	8640.25	10309.11
	NONSCHEDULED	1628			266579	1205.19				
	ALL SERVICES	71971	70362	68757	8259461	154105.41	.01	26880.84	8640.25	10309.11
TOTAL-----	SCHEDULED	141685	142342	137694	14133864	214325.87	6.06	49243.37	9991.90	10465.31
	NONSCHEDULED	2057			359109	1317.10				
	ALL SERVICES	143742	142342	138294	14492973	215642.97	6.06	49243.37	9991.90	10465.31
REPUBLIC DOMESTIC-----	SCHEDULED	451562	450814	447983	17746299	74325.73	3397.31	44570.11	12.84	
	NONSCHEDULED	548			35195					
	ALL SERVICES	452110	450814	447983	17781494	74325.73	3397.31	44570.11	12.84	
TWA DOMESTIC-----	SCHEDULED	180552	182076	179976	15410329	89478.71	581.68	59821.53	28225.12	16.16
	NONSCHEDULED	32			2958					
	ALL SERVICES	180584	182076	179976	15413287	89478.71	581.68	59821.53	28225.12	16.16
INTERNATIONAL-----	SCHEDULED	14607	14762	14539	3019465	51522.76	16998.12	3887.90	285.76	
	NONSCHEDULED									
	ALL SERVICES	14607	14762	14539	3019465	51522.76	16998.12	3887.90	285.76	
TOTAL-----	SCHEDULED	195159	196938	194514	18629794	141001.47	581.68	76819.65	32113.02	301.92
	NONSCHEDULED	32			2958					
	ALL SERVICES	195191	196938	194514	18632752	141001.47	581.68	76819.65	32113.02	301.92
UNITED DOMESTIC-----	SCHEDULED	453092	459589	451374	37751714	336977.30	11627.81	146828.61	70099.19	.15
	NONSCHEDULED	3198			23686	248.04				
	ALL SERVICES	456290	459589	451374	37988580	337225.34	11627.81	146828.61	70099.19	.15
INTERNATIONAL-----	SCHEDULED	551	975	965	90765	5014.24	.14			344.19
	NONSCHEDULED	1								
	ALL SERVICES	552	975	965	90765	5014.24	.14			344.19

TABLE 4.5
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER
12 MONTHS ENDING DECEMBER 31, 1983

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority		Foreign mail
							Priority	Nonpriority	
UNITED, PAC.									
TOTAL-----SCHEDULED	454043	460564	452319	37842479	341991.54	11627.95	146828.61	70099.19	344.34
NONSCHEDULED	3199			234866	248.04				
ALL SERVICES	457242	460564	452319	38077345	342239.58	11627.95	146828.61	70099.19	344.34
US AIR									
DOMESTIC-----SCHEDULED	314085	319046	313758	16226481	23073.90	1012.96	57326.44		
NONSCHEDULED	1662			101099					
ALL SERVICES	315747	319046	313758	16327580	23073.90	1012.96	57326.44		
WESTERN									
DOMESTIC-----SCHEDULED	158198	159452	157738	10747663	83031.66	5199.37	32689.67	13344.66	
NONSCHEDULED	13			602					
ALL SERVICES	158211	159452	157738	10748265	83031.66	5199.37	32689.67	13344.66	
INTERNATIONAL									
-----SCHEDULED	4761	4756	4700	468114	1632.98	94.79	305.23	1.54	
NONSCHEDULED	1			73					
ALL SERVICES	4762	4756	4700	468187	1632.98	94.79	305.23	1.54	
TOTAL-----SCHEDULED	162959	164208	162438	11215777	84664.64	5294.16	32994.90	13346.20	
NONSCHEDULED	14			675					
ALL SERVICES	162573	164208	162438	11216452	84664.64	5294.16	32994.90	13346.20	
TOTAL, MAJORS									
DOMESTIC-----SCHEDULED	3256141	3291478	3240772	223657068	1607981.72	49772.49	774079.73	203046.41	1090.32
NONSCHEDULED	6953			530040	359.95		.01		
ALL SERVICES	3263094	3291478	3240772	224187108	1608341.67	49772.49	774079.74	203046.41	1090.32
INTERNATIONAL									
-----SCHEDULED	174211	173788	170690	20283176	400784.20	441.87	62422.30	21740.37	14476.12
NONSCHEDULED	1875			287752	2641.51				
ALL SERVICES	176086	173788	170680	20570928	403425.71	441.87	62422.30	21740.37	14476.12
TOTAL-----SCHEDULED	3430352	3465266	3410752	243940244	2008765.92	50214.36	836502.03	224785.78	15566.44
NONSCHEDULED	8028			817792	3001.46		.01		
ALL SERVICES	3439180	3465266	3410752	244758036	2011767.38	50214.36	836502.04	224786.78	15566.44
NATIONALS									
AIR CALIFORNIA									
DOMESTIC-----SCHEDULED	59590	61209	59246	3566153	2816.00	62.20	847.50		
NONSCHEDULED	384			28731					
ALL SERVICES	60374	61209	59246	3594884	2816.00	62.20	847.50		
AIR FLORENDA									
DOMESTIC-----SCHEDULED	29042	29346	27653	1153099	79.68	12.60	483.75		
NONSCHEDULED	315			19785					
ALL SERVICES	29357	29346	27653	1171884	79.68	12.60	483.75		
INTERNATIONAL									
-----SCHEDULED	16580	16721	15761	703488	963.27	40.04	630.77		
NONSCHEDULED	1015			111753					
ALL SERVICES	17595	16721	15761	815241	963.27	40.04	630.77		
TOTAL-----SCHEDULED	45622	46067	43414	1856587	1042.95	52.64	1114.52		
NONSCHEDULED	1330			130538					
ALL SERVICES	46952	46067	43414	1987125	1042.95	52.64	1114.52		
ALASKA AIRLINES									
DOMESTIC-----SCHEDULED	41954	42787	41212	1962678	23184.19		8026.08	3906.45	
NONSCHEDULED	61			3125	69.11				
ALL SERVICES	42015	42787	41212	1965803	23253.30		8026.08	3906.45	
ALOHA									
DOMESTIC-----SCHEDULED	34353	34855	31569	2171186	4794.40		2823.39	1067.08	
NONSCHEDULED	1			65	.01				
ALL SERVICES	34354	34855	31569	2171251	4794.41		2823.39	1067.08	
CAPITOL AIR									
DOMESTIC-----SCHEDULED	4981	5434	4961	856466	3257.90		343.70		
NONSCHEDULED	33			3590	44.00				
ALL SERVICES	5014	5404	4961	860056	3301.90		343.70		
INTERNATIONAL									
-----SCHEDULED	1402	1596	1369	262681	912.30		678.40		
NONSCHEDULED	39			9879					
ALL SERVICES	1441	1596	1369	272560	912.30		678.40		
TOTAL-----SCHEDULED	6383	7005	6330	1119147	4170.20		1022.10		
NONSCHEDULED	72			13469	44.00				
ALL SERVICES	6455	7005	6330	1132616	4214.20		1022.10		
FLYING TIGER									
DOMESTIC-----SCHEDULED	16508	16407	15323		476568.44		18777.17	4584.99	
NONSCHEDULED	29			474	843.99				
ALL SERVICES	16537	16407	15323	474	477412.43		18777.17	4584.99	
INTERNATIONAL									
-----SCHEDULED	8345	7750	6500	86107	376228.00		10245.56	10407.42	
NONSCHEDULED	96			19511	2707.00				
ALL SERVICES	8441	7750	6500	105618	378935.00		10245.56	10407.42	

TABLE 4.5
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER
12 MONTHS ENDING DECEMBER 31, 1983

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority	Nonpriority	Foreign mail
FLYING TIGER									
TOTAL-----SCHEDULED	24853	24157	21823	86107	452796.44		29022.73	14992.41	
NONSCHEDULED	125			19985	3950.99				
ALL SERVICES	24978	24157	21823	106092	456347.43		29022.73	14992.41	
FRONTIER									
DOMESTIC-----SCHEDULED	138873	141146	138624	6308314	16023.42	1653.91	20296.45		
NONSCHEDULED	1			27					
ALL SERVICES	138874	141146	138634	6308341	16023.42	1653.91	20296.45		
HAWAIIAN									
DOMESTIC-----SCHEDULED	40011	45335	36486	2654636	7545.70		2159.64	773.16	
NONSCHEDULED	1003			36658					
ALL SERVICES	41014	45335	36486	2691294	7545.70		2159.64	773.16	
U.S. AIR									
DOMESTIC-----SCHEDULED	110185	110995	109937	4441759	11523.14	364.01	16901.51	2.45	
NONSCHEDULED	1230			40100	1.90				
ALL SERVICES	111415	110995	109937	4481859	11525.04	364.01	16901.51	2.45	
PACIFIC SOUTHWEST									
DOMESTIC-----SCHEDULED	101296	101642	100479	9097228	11690.52		5022.85		
NONSCHEDULED	10			1191					
ALL SERVICES	101306	101642	100479	9098419	11690.52		5022.85		
PIEDMONT									
DOMESTIC-----SCHEDULED	227546	234306	226920	11701029	26538.30	955.88	29908.65		
NONSCHEDULED	1063			29786					
ALL SERVICES	228609	234306	226920	11730815	26538.30	955.88	29908.65		
SOUTHWEST									
DOMESTIC-----SCHEDULED	175421	177972	175421	10789967					
NONSCHEDULED	45			5000					
ALL SERVICES	175466	177972	175421	10794967					
WILCOX AIR									
DOMESTIC-----SCHEDULED	73396	60343	56883	968797	23694.49		9275.69	14277.78	
NONSCHEDULED	12			250	18.86				
ALL SERVICES	73408	60343	56883	969047	20713.35		9275.69	14277.78	
WORLD									
DOMESTIC-----SCHEDULED	4406	4543	4249	722740	12402.96		2292.37		
NONSCHEDULED	2			245					
ALL SERVICES	4410	4543	4249	723025	12402.96		2292.37		
INTERNATIONAL									
DOMESTIC-----SCHEDULED	1336	1457	1258	216549	3307.58		1865.58		
NONSCHEDULED	14			1216					
ALL SERVICES	1350	1457	1258	217765	3307.58		1865.58		
TOTAL-----SCHEDULED	5744	6030	5507	939329	15710.54		4157.95		
NONSCHEDULED	16			1461					
ALL SERVICES	5760	6030	5507	940790	15710.54		4157.95		
TOTAL NATIONALS									
DOMESTIC-----SCHEDULED	1057564	1072095	1028943	55794092	617119.14	3044.60	121158.75	24611.91	
NONSCHEDULED	4189			164027	977.87				
ALL SERVICES	1062153	1072095	1028943	55962119	618097.01	3048.60	121158.75	24611.91	
INTERNATIONAL									
DOMESTIC-----SCHEDULED	27664	27504	24868	1268825	38141.15	40.04	13620.31	10407.42	
NONSCHEDULED	1164			142359	2707.00				
ALL SERVICES	28827	27504	24868	1411184	40418.15	40.04	13620.31	10407.42	
TOTAL-----SCHEDULED	1085627	1099599	1053811	57362917	998530.29	3088.64	134579.06	35019.33	
NONSCHEDULED	5353			110386	3684.87				
ALL SERVICES	1090980	1099599	1053811	57373303	1002215.16	3088.64	134579.06	35019.33	
LARGE REGIONALS									
AIR ILLINOIS									
DOMESTIC-----SCHEDULED	29241	31620	29241	262986	28466.26		8410.12		
NONSCHEDULED	15			414					
ALL SERVICES	29256	31620	29241	263400	28466.26		8410.12		
AIR INDIAN									
DOMESTIC-----SCHEDULED	77061	83271	76683	384622	722.43	64.20	99.45		
NONSCHEDULED	5			42					
ALL SERVICES	77066	83271	76683	384664	722.43	64.20	99.45		
AIR WISCONSIN									
DOMESTIC-----SCHEDULED	52251	53557	52216	403170	1016.00		372.00		
NONSCHEDULED	3			12					
ALL SERVICES	52254	53557	52216	403182	1016.00		372.00		
ALASKA INT'L AIR									
DOMESTIC-----SCHEDULED	4394	4673	4925		23771.00		196.00	11578.00	
AMERICA WEST									
DOMESTIC-----SCHEDULED	5744	5737	5707	303825					
AMERICAN INT'L									
DOMESTIC-----SCHEDULED	7406	4110	4073	456379					
NONSCHEDULED	1587			118941					
ALL SERVICES	5393	4110	4073	575320					
EMPIRE AIRLINES									
DOMESTIC-----SCHEDULED	36866	36321	36499	701068	121.40	178.88	304.63		
NONSCHEDULED	373			6959					
ALL SERVICES	37239	36321	36499	708027	121.40	178.88	304.63		
EVERETT INT'L									
DOMESTIC-----SCHEDULED	1054	1050	1050		8737.00			141.00	
NONSCHEDULED	443				3672.00				
ALL SERVICES	1497	1050	1050		12409.00			141.00	
JET AMERICA									
DOMESTIC-----SCHEDULED	4110	4088	4068	404117	498.40	7.60			
NONSCHEDULED	42			6131					
ALL SERVICES	4152	4088	4068	410248	498.40	7.60			
MEADOW AIRLINES, INC.									
DOMESTIC-----SCHEDULED	31701	31926	31701	1327707					
NONSCHEDULED	23			1627					
ALL SERVICES	31724	31926	31701	1329334					

TABLE 4.5
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND
MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER
12 MONTHS ENDING DECEMBER 31, 1983

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority		Foreign mail
							Priority	Nonpriority	
MUSE AIR DOMESTIC-----SCHEDULED	23021	23569	23014	1438661	510.00				
NONSCHEDULED	10			1335					
ALL SERVICES	23031	23569	23014	1439996	510.00				
NEW YORK AIR, INC. DOMESTIC-----SCHEDULED	34317	34765	34218	2103681	23.00				
NONSCHEDULED	8			418					
ALL SERVICES	34325	34765	34218	2104099	23.00				
PACIFIC EXPRESS DOMESTIC-----SCHEDULED	21043	21363	21043	650990					
NONSCHEDULED	250			12282					
ALL SERVICES	21293	21363	21043	663272					
PEOPLE EXPRESS DOMESTIC-----SCHEDULED	75365	77673	75224	6595065					
INTERNATIONAL-----SCHEDULED	287	291	287	109118					
TOTAL-----SCHEDULED	75652	77964	75511	6704183					
REEVE DOMESTIC-----SCHEDULED	3436	3390	3333	49323	1449.51		3193.40		
NONSCHEDULED	126			1961	56.08		5.38		
ALL SERVICES	3562	3390	3303	51284	1505.59		3198.78		
SUNWORLD INT'L DOMESTIC-----SCHEDULED	1167	1206	1160	44854					
THE HAWAII EXPRESS DOMESTIC-----SCHEDULED	788	811	793	236107	922.16				
ZANTOP INT'L DOMESTIC-----SCHEDULED	10089	6243	6243		61401.00				
TOTAL, LARGE REGIONALS DOMESTIC-----SCHEDULED	419054	427373	410161	15766555	127638.16	180.68	12575.60	11719.00	
NONSCHEDULED	3285			150122	3728.08		5.38		
ALL SERVICES	422339	427373	410161	15916677	131366.24	180.68	12580.98	11719.00	
INTERNATIONAL-----SCHEDULED	287	291	287	109118					
TOTAL-----SCHEDULED	419341	427664	410448	15875673	127638.16	180.68	12575.60	11719.00	
NONSCHEDULED	3285			150122	3728.08		5.38		
ALL SERVICES	422626	427664	410448	16025795	131366.24	180.68	12580.98	11719.00	
MEDIUM REGIONALS-----									
ARROW AIRWAYS DOMESTIC-----SCHEDULED	635	635	635	76485	480.90				
NONSCHEDULED	375			37478	753.60				
ALL SERVICES	1010	635	635	113963	1234.50				
INTERNATIONAL-----SCHEDULED	252	253	252	18305	4972.40				
NONSCHEDULED	1304			80454	6945.10				
ALL SERVICES	1556	253	252	98759	11917.50				
TOTAL-----SCHEDULED	887	888	887	94790	5453.30				
NONSCHEDULED	1679			117932	7698.70				
ALL SERVICES	2566	888	887	212722	13152.00				
BEST AIRLINES DOMESTIC-----SCHEDULED	3567	3791	3567	56448					
CHALLENGE INTERNATIONAL-----SCHEDULED	43	43	43		896.00				
NONSCHEDULED	3				120.80				
ALL SERVICES	46	43	43		1016.80				
EMERALD DOMESTIC-----SCHEDULED	10755	11272	10755	276457	106.95	3.60	3.23		
MID-SOUTH AVIATION DOMESTIC-----SCHEDULED	9536	9245	9537	47857					
MUNE NORTHERN DOMESTIC-----SCHEDULED	3634	3634	3622	2111	39.80		597.05		
NONSCHEDULED	94			223	.79				
ALL SERVICES	3728	3634	3622	2334	40.59		597.05		
NORTHEASTERN DOMESTIC-----SCHEDULED	6474	6526	6282	503480	163.95				
NONSCHEDULED	8			869					
ALL SERVICES	6482	6526	6282	504349	160.95				
NORTHERN AIR DOMESTIC-----SCHEDULED	1475	1275	1271		3457.89		112.02	2777.00	
PACIFIC EAST AIR DOMESTIC-----SCHEDULED	1477	1426	1465	741393	1151.39				
NONSCHEDULED	31			6682	6.49	2.35			
ALL SERVICES	1508	1426	1465	748075	1157.88	2.35			
SKYWEST DOMESTIC-----SCHEDULED	33778	33741	33513	167321	454.20		17572.10		
SOUTH PACIFIC INTERNATIONAL-----SCHEDULED	16708	16703	16678	201627	1137.10		1287.13		1.40
NONSCHEDULED	2			166					
ALL SERVICES	16770	16703	16698	201793	1105.10		1287.13		1.40
TOWER AIR, INC. INTERNATIONAL-----SCHEDULED	43	43	43	9801					
TOTAL, MEDIUM REGIONALS DOMESTIC-----SCHEDULED	71331	72514	70037	1373552	5957.08	3.60	18284.40	2777.00	
NONSCHEDULED	508			45252	760.88	2.35			
ALL SERVICES	71839	72514	70037	1418804	6617.96	5.95	18284.40	2777.00	

TABLE 4.5
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER
12 MONTHS ENDING DECEMBER 31, 1983

Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority		Foreign mail
							Priority	Nonpriority	
TOTAL, MEDIUM REGIONALS									
INTERNATIONAL-----SCHEDULED	17106	17042	17036	229733	6973.50		1287.13		1.40
NONSCHEDULED	1309			80620	7065.90				
ALL SERVICES	18415	17042	17036	310353	14039.40		1287.13		1.40
TOTAL-----SCHEDULED	88437	89561	87043	1603285	12830.58	3.60	19571.53	2777.00	1.40
NONSCHEDULED	1817			125872	7826.78	2.35			
ALL SERVICES	90254	89561	87043	1729157	20657.36	5.95	19571.53	2777.00	1.40
OVER-ALL TOTAL, ALL CARRIERS									
DOMESTIC-----SCHEDULED	4804490	4863465	4749183	296591267	2358596.10	53005.37	926098.48	242154.32	1090.32
NONSCHEDULED	14935			893441	5826.78	2.35	5.39		
ALL SERVICES	4819425	4863465	4749183	297484708	2364422.88	53007.72	926103.87	242154.32	1090.32
INTERNATIONAL-----SCHEDULED	215267	216625	212891	21840852	789168.85	481.91	77129.74	32147.79	14477.52
NONSCHEDULED	4348			510731	12414.41				
ALL SERVICES	223615	216625	212891	22401583	801583.26	481.91	77129.74	32147.79	14477.52
TOTAL-----SCHEDULED	5023757	5082090	4962374	318442119	3147764.95	53487.28	1003228.22	274302.11	15567.84
NONSCHEDULED	15283			1404172	18241.19	2.35	5.39		
ALL SERVICES	5043040	5082090	4962374	319846291	3166006.14	53489.63	1003233.61	274302.11	15567.84

TABLE 4.8
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1983

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
50 U. S. STATES-----									
ALABAMA-----									
DOMESTIC-----SCHEDULED	40717	41067	40396	1351411	3021.98	422.15	2535.24	6.21	
NONSCHEDULED	34			2067					
ALL SERVICES	40751	41067	40396	1353478	3021.98	422.15	2535.24	6.21	
ALASKA-----									
DOMESTIC-----SCHEDULED	108241	101426	89449	2009779	204926.78	3381.55	19299.22	34575.34	18.73
NONSCHEDULED	253			3405	107.87		5.38		
ALL SERVICES	108494	101426	89449	2013184	205034.65	3381.55	19304.60	34575.34	18.73
INTERNATIONAL---SCHEDULED	1419	1011	990	9330	48182.54		3273.45	1866.04	66.56
NONSCHEDULED	32			474	183.26				
ALL SERVICES	1451	1011	990	9804	48365.80		3273.45	1866.04	66.56
TOTAL-----SCHEDULED	109660	102437	90489	2019109	253109.32	3381.55	22572.67	36441.38	85.29
NONSCHEDULED	285			3879	291.13		5.38		
ALL SERVICES	109945	102437	90489	2022988	253400.45	3381.55	22578.05	36441.38	85.29
ARIZONA-----									
DOMESTIC-----SCHEDULED	98637	99227	98203	5821127	13590.98	465.48	8746.67	2684.23	
NONSCHEDULED	29			1272					
ALL SERVICES	98666	99227	98203	5822399	13590.98	465.48	8746.67	2684.23	
ARKANSAS-----									
DOMESTIC-----SCHEDULED	9166	9232	9143	488879	1099.54	59.95	1598.02	.12	
NONSCHEDULED	1								
ALL SERVICES	9167	9232	9148	488879	1099.54	59.95	1598.02	.12	
CALIFORNIA-----									
DOMESTIC-----SCHEDULED	437571	442575	434973	36413130	446873.30	9359.00	95656.81	35239.60	28.17
NONSCHEDULED	1500			79268	1462.75	2.35			
ALL SERVICES	439071	442575	434973	36492398	448336.05	9361.35	95656.81	35239.60	28.17
INTERNATIONAL---SCHEDULED	5241	5107	5154	787296	14257.69	83.26	3126.14	820.96	44.49
NONSCHEDULED	97			22906	1041.40				
ALL SERVICES	5338	5107	5154	810202	15299.09	83.26	3126.14	820.96	44.49
TOTAL-----SCHEDULED	442812	447762	440127	37200426	461130.99	9442.26	98782.95	36060.56	72.66
NONSCHEDULED	1597			102174	2504.15	2.35			
ALL SERVICES	444409	447762	440127	37302600	463635.14	9444.61	98782.95	36060.56	72.66
CONNECTICUT-----									
DOMESTIC-----SCHEDULED	160023	164196	154554	11803017	60687.08	1693.59	35504.63	5149.90	
NONSCHEDULED	126			7805					
ALL SERVICES	160149	164196	154554	11810822	60687.08	1693.59	35504.63	5149.90	
DELAWARE-----									
DOMESTIC-----SCHEDULED	25905	26318	25793	1419243	5269.53	229.01	6432.66	2342.02	
NONSCHEDULED	32			967	51.65				
ALL SERVICES	25937	26318	25743	1420210	5321.18	229.01	6432.66	2342.02	
INTERNATIONAL---SCHEDULED	10								
NONSCHEDULED	2			454					
ALL SERVICES	12			454					
TOTAL-----SCHEDULED	25915	26318	25783	1419243	5269.53	229.01	6432.66	2342.02	
NONSCHEDULED	34			1421	51.65				
ALL SERVICES	25949	26318	25783	1420664	5321.18	229.01	6432.66	2342.02	
DELAWARE-----									
DOMESTIC-----SCHEDULED	231	170	170		1430.00				
DISC. OF CAL-----									
DOMESTIC-----SCHEDULED	112212	114378	110532	7792207	19421.00	507.60	31853.28	12546.79	
NONSCHEDULED	141			9268					
ALL SERVICES	112353	114378	110582	7801475	19421.00	507.60	31853.28	12546.79	
INTERNATIONAL---SCHEDULED	498	485	491	84006	1391.22		829.17		
NONSCHEDULED	2			320					
ALL SERVICES	500	485	491	84326	1391.22		829.17		
TOTAL-----SCHEDULED	112710	114863	111063	7876213	20812.22	507.60	32682.45	12546.79	
NONSCHEDULED	143			9588					
ALL SERVICES	112853	114863	111063	7885801	20812.22	507.60	32682.45	12546.79	
FLORIDA-----									
DOMESTIC-----SCHEDULED	328140	324467	323882	21080713	91872.32	509.77	38862.25	3058.47	88.86
NONSCHEDULED	1398			118812	347.43				
ALL SERVICES	329538	324467	323882	21199525	92219.75	2609.77	38862.25	3058.47	88.86
INTERNATIONAL---SCHEDULED	11521	17748	17119	1614837	24766.86	137.77	4571.68	816.49	132.50
NONSCHEDULED	1144			81722	2066.97				
ALL SERVICES	12665	17748	17119	1696559	26833.83	137.77	4571.68	816.49	132.50
TOTAL-----SCHEDULED	349661	347215	341001	22695550	116639.18	2747.54	43433.93	3874.96	221.36
NONSCHEDULED	2542			200534	2414.40				
ALL SERVICES	348203	347215	341001	22896084	119053.58	2747.54	43433.93	3874.96	221.36
GEORGIA-----									
DOMESTIC-----SCHEDULED	255556	257836	254794	16977205	143260.15	10521.44	84934.37	1746.77	
NONSCHEDULED	290			10240					
ALL SERVICES	255846	257836	254794	16987445	143260.15	10521.44	84934.37	1746.77	
INTERNATIONAL---SCHEDULED	2323	2324	2334	337596	4506.00	16.15	583.51	2.36	
NONSCHEDULED	26			1498					
ALL SERVICES	2349	2324	2334	341094	4506.00	16.15	583.51	2.36	
TOTAL-----SCHEDULED	257879	260165	257098	19314801	147766.15	10537.59	85517.88	1749.13	
NONSCHEDULED	316			13738					
ALL SERVICES	258195	260165	257098	19328539	147766.15	10537.59	85517.88	1749.13	
HAWAII-----									
DOMESTIC-----SCHEDULED	87537	93499	81176	7771342	83088.47	336.73	10790.61	4577.79	538.25
NONSCHEDULED	1094			53396	.01				
ALL SERVICES	88631	93499	81176	7826738	83088.48	336.73	10790.61	4577.79	538.25
INTERNATIONAL---SCHEDULED	2807	2435	2783	463706	6158.50		5287.44	1056.76	7.25
NONSCHEDULED	4			166					
ALL SERVICES	2811	2435	2793	463872	6158.50		5287.44	1056.76	7.25

TABLE 4.8
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1983

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons					
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail	
							Priority	Nonpriority		
HAWAII.....										
TOTAL-----SCHEDULED	90344	96334	83959	8237048	89246.97	336.73	16078.05	5634.55	565.50	
NONSCHEDULED	1098			53562	.01					
ALL SERVICES	91442	96334	83959	8290610	89246.98	336.73	16078.05	5634.55	565.50	
IDAHO.....										
DOMESTIC-----SCHEDULED	17426	17660	17360	500977	651.80	57.00	2665.34	10.63		
NONSCHEDULED	10			447						
ALL SERVICES	17436	17660	17360	501424	651.80	57.00	2665.34	10.63		
ILLINOIS.....										
DOMESTIC-----SCHEDULED	269140	272941	268237	19102883	297754.87	4972.47	82398.96	32043.01	80.28	
NONSCHEDULED	825			55792	27.93					
ALL SERVICES	269965	272941	268237	19158675	297782.80	4972.47	82398.96	32043.01	80.28	
INTERNATIONAL---SCHEDULED	1216	1211	1189	184883	7757.07		1053.92	20.35		
NONSCHEDULED	5			356.77						
ALL SERVICES	1221	1211	1189	184883	8113.84		1053.92	20.35		
TOTAL-----SCHEDULED	270356	274152	269426	19287766	305511.94	4972.47	83452.88	32063.36	80.28	
NONSCHEDULED	830			55792	384.70					
ALL SERVICES	271186	274152	269426	19343558	305896.64	4972.47	83452.88	32063.36	80.28	
INDIANA.....										
DOMESTIC-----SCHEDULED	56385	57153	56000	1791572	9124.77	377.79	9164.74	1661.30		
NONSCHEDULED	91			3717						
ALL SERVICES	56476	57153	56000	1795289	9124.77	377.79	9164.74	1661.30		
IOWA.....										
DOMESTIC-----SCHEDULED	24950	25349	24846	730792	1351.34	75.94	4865.33	45.66		
NONSCHEDULED	145			6489						
ALL SERVICES	25095	25349	24846	737281	1351.34	75.94	4865.33	45.66		
KANSAS.....										
DOMESTIC-----SCHEDULED	38480	42029	38240	633148	1261.76	51.94	2404.16	4.06		
NONSCHEDULED	5			168						
ALL SERVICES	38485	42029	38240	633316	1261.76	51.94	2404.16	4.06		
KENTUCKY.....										
DOMESTIC-----SCHEDULED	31809	34302	31732	1149660	4745.57	195.54	11204.29	45.07		
NONSCHEDULED	103			7364						
ALL SERVICES	31912	34302	31732	1157024	4745.57	195.54	11204.29	45.07		
LOUISIANA.....										
DOMESTIC-----SCHEDULED	68442	69184	68171	3588677	7428.42	269.26	6945.89	711.03		
NONSCHEDULED	112			7940						
ALL SERVICES	68554	69184	68171	3596617	7428.42	269.26	6945.89	711.03		
INTERNATIONAL---SCHEDULED	581	973	963	81116	241.90	1.11	9.74	.90		
TOTAL-----SCHEDULED	69423	70157	69134	3664793	7670.32	270.37	6955.63	711.93		
NONSCHEDULED	112			7940						
ALL SERVICES	69535	70157	69134	3677733	7670.32	270.37	6955.63	711.93		
MAINE.....										
DOMESTIC-----SCHEDULED	7830	7932	7775	446778	5684.02	31.11	319.31	100.60		
NONSCHEDULED	8			505						
ALL SERVICES	7838	7932	7775	447283	5684.02	31.11	319.31	100.60		
INTERNATIONAL---SCHEDULED	24			565	89.11		.51	.51		
NONSCHEDULED	17			565						
ALL SERVICES	41			565	89.11		.51	.51		
TOTAL-----SCHEDULED	7854	7932	7775	446778	5773.13	31.11	319.82	101.11		
NONSCHEDULED	25			1070						
ALL SERVICES	7879	7932	7775	447848	5773.13	31.11	319.82	101.11		
MARYLAND.....										
DOMESTIC-----SCHEDULED	40257	40829	40035	2145794	13606.92	352.34	8695.09	3826.56		
NONSCHEDULED	240			13814						
ALL SERVICES	40497	40829	40035	2159608	13606.92	352.34	8695.09	3826.56		
INTERNATIONAL---SCHEDULED	859	891	834	135714	1347.83	1.60	1063.95	4.16		
NONSCHEDULED	15			1216						
ALL SERVICES	874	891	834	136930	1347.83	1.60	1063.95	4.16		
TOTAL-----SCHEDULED	41116	41720	40869	2281508	14954.75	353.94	9759.04	3830.72		
NONSCHEDULED	255			15030						
ALL SERVICES	41371	41720	40869	2296538	14954.75	353.94	9759.04	3830.72		
MASSACHUSETTS.....										
DOMESTIC-----SCHEDULED	87283	87812	86063	7629887	80207.39	524.55	19399.95	8703.59	111.11	
NONSCHEDULED	486			37590	23.60					
ALL SERVICES	87769	87812	86063	7667477	80230.99	524.55	19399.95	8703.59	111.11	
INTERNATIONAL---SCHEDULED	2157	2179	2139	360680	23559.41		2267.91	321.72	.72	
NONSCHEDULED	86			16496	177.95					
ALL SERVICES	2243	2179	2139	377174	23737.36		2267.91	321.72	.72	
TOTAL-----SCHEDULED	89440	89991	88172	7990567	103766.80	524.55	21667.86	9025.31	111.83	
NONSCHEDULED	572			54084	201.55					
ALL SERVICES	90012	89991	88172	8044651	103968.35	524.55	21667.86	9025.31	111.83	
MICHIGAN.....										
DOMESTIC-----SCHEDULED	128304	128454	126004	5959719	50781.78	787.76	18901.45	4855.65		
NONSCHEDULED	417			36116	52.47					
ALL SERVICES	128721	128454	126004	5995835	50834.25	787.76	18901.45	4855.65		
INTERNATIONAL---SCHEDULED	1			50						
TOTAL-----SCHEDULED	128305	128454	126004	5959769	50781.78	787.76	18901.45	4855.65		
NONSCHEDULED	417			36116	52.47					
ALL SERVICES	128722	128454	126004	5995885	50834.25	787.76	18901.45	4855.65		
MINNESOTA.....										
DOMESTIC-----SCHEDULED	99010	100344	98309	5989492	44843.24	893.48	23822.15	4546.09	78.34	
NONSCHEDULED	304			23109						
ALL SERVICES	99314	100344	98309	6012601	44843.24	893.48	23822.15	4546.09	78.34	

TABLE 4.6
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12 MONTHS ENDING DECEMBER 31, 1983

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
MINNESOTA.....									
INTERNATIONAL---SCHEDULED	185	179	179	49474	1017.45		50.61		
UNSCHEДУLED	18			164	381.41				
ALL SERVICES	203	179	179	49638	1398.86		50.61		
TOTAL-----SCHEDULED	95195	100523	98448	6038966	45660.69	893.48	23872.76	4566.09	78.34
UNSCHEДУLED	322			23273	381.41				
ALL SERVICES	95517	100523	98488	6062239	46042.10	893.48	23872.76	4566.09	78.34
MISSISSIPPI.....									
DOMESTIC-----SCHEDULED	21587	21825	21469	530684	1554.54	57.21	1308.06		
MISSOURI.....									
DOMESTIC-----SCHEDULED	146666	194571	195620	10447386	46058.09	656.81	42456.41	7492.36	37.27
UNSCHEДУLED	584			14274					
ALL SERVICES	147250	194571	195620	10461660	46058.09	656.81	42456.41	7492.36	37.27
MONTANA.....									
DOMESTIC-----SCHEDULED	26534	26988	26490	422801	1165.04	79.44	3191.55	12.32	
UNSCHEДУLED	1			121					
ALL SERVICES	26535	26988	26490	422922	1165.04	79.44	3191.55	12.32	
NEBRASKA.....									
DOMESTIC-----SCHEDULED	32467	33144	32335	1157655	2265.74	180.17	7442.14	29.61	
UNSCHEДУLED	42			1435					
ALL SERVICES	32509	33144	32335	1159090	2265.74	180.17	7442.14	29.61	
NEVADA.....									
DOMESTIC-----SCHEDULED	85113	85436	84419	5813663	3943.80	243.57	7464.49	101.18	
UNSCHEДУLED	335			48016					
ALL SERVICES	85448	85436	84419	5861679	3943.80	243.57	7464.49	101.18	
INTERNATIONAL---SCHEDULED	1								
TOTAL-----SCHEDULED	85114	85436	84419	5813663	3943.80	243.57	7464.49	101.18	
UNSCHEДУLED	335			48016					
ALL SERVICES	85449	85436	84419	5861679	3943.80	243.57	7464.49	101.18	
NEW JERSEY.....									
DOMESTIC-----SCHEDULED	96629	97694	95830	8435003	41383.67	655.89	15662.00	10605.72	.19
UNSCHEДУLED	1426			90939					
ALL SERVICES	98055	97694	95830	8525942	41383.67	655.89	15662.00	10605.72	.19
INTERNATIONAL---SCHEDULED	488	477	475	107521	877.04	14.98	63.41	166.32	
UNSCHEДУLED	6			705					
ALL SERVICES	494	479	475	108226	877.04	14.98	63.41	166.32	
TOTAL-----SCHEDULED	97117	98177	96335	8542524	42260.71	705.87	15725.41	10772.06	.19
UNSCHEДУLED	1432			91644					
ALL SERVICES	98549	98177	96335	8634168	42260.71	700.87	15725.41	10772.06	.19
NEW MEXICO.....									
DOMESTIC-----SCHEDULED	35276	40207	39150	1548592	1653.48	83.29	4071.35	939.81	
UNSCHEДУLED	19			1870					
ALL SERVICES	35295	40207	39150	1550462	1653.48	83.29	4071.35	939.81	
NEW YORK.....									
DOMESTIC-----SCHEDULED	282004	285030	278129	19834902	223302.51	1892.74	59008.54	31980.28	58.79
UNSCHEДУLED	1315			94971	862.11				
ALL SERVICES	282323	285030	278129	19929873	224164.62	1892.74	59008.54	31980.28	58.79
INTERNATIONAL---SCHEDULED	16490	16734	16334	3055787	54743.24	181.16	26024.06	5533.73	33.07
UNSCHEДУLED	572			164412	3903.57				
ALL SERVICES	17462	16734	16334	3220199	58646.81	181.16	26024.06	5533.73	33.07
TOTAL-----SCHEDULED	298494	301814	294433	22890689	278045.75	2063.90	85032.60	37514.01	91.86
UNSCHEДУLED	2291			259383	4765.68				
ALL SERVICES	300785	301814	294433	23150072	282811.43	2063.90	85032.60	37514.01	91.86
NORTH CAROLINA.....									
DOMESTIC-----SCHEDULED	134078	135401	133571	6161101	23821.49	1338.05	19400.33	54.70	
UNSCHEДУLED	444			3762			.01		
ALL SERVICES	134522	135401	133571	6169863	23821.49	1338.05	19400.34	54.70	
INTERNATIONAL---SCHEDULED	2			290	3.66				
TOTAL-----SCHEDULED	134080	135401	133571	6161391	23825.15	1338.05	19400.33	54.70	
UNSCHEДУLED	444			3762			.01		
ALL SERVICES	134524	135401	133571	6170153	23825.15	1338.05	19400.34	54.70	
NORTH DAKOTA.....									
DOMESTIC-----SCHEDULED	14580	14746	14436	402461	676.91	25.83	1301.05	3.49	
UNSCHEДУLED	13			637					
ALL SERVICES	14593	14746	14436	403098	676.91	25.83	1301.05	3.49	
OHIO.....									
DOMESTIC-----SCHEDULED	152325	153151	151270	7176815	28282.30	1223.60	23970.37	1579.99	
UNSCHEДУLED	458			18001	47.00				
ALL SERVICES	152783	153151	151270	7394816	28329.30	1223.60	23970.37	1579.99	
OKLAHOMA.....									
DOMESTIC-----SCHEDULED	50028	50600	49400	2513563	4388.98	144.07	7968.59	1331.52	
UNSCHEДУLED	44			1955					
ALL SERVICES	50072	50600	49400	2512521	4388.98	144.07	7968.59	1331.52	
OREGON.....									
DOMESTIC-----SCHEDULED	43020	43644	42743	2354722	14891.15	397.09	6589.44	1341.23	
UNSCHEДУLED	322			4198	2412.00				
ALL SERVICES	43342	43644	42728	2362920	17303.15	397.09	6589.44	1341.23	
INTERNATIONAL---SCHEDULED	40	37	38	2535	21.73	.03			.87
TOTAL-----SCHEDULED	43060	43724	42826	2361257	14912.88	397.12	6589.44	1341.23	.87
UNSCHEДУLED	322			4198	2412.00				
ALL SERVICES	43382	43724	42826	2365455	17324.88	397.12	6589.44	1341.23	.87
PENNSYLVANIA.....									
DOMESTIC-----SCHEDULED	160520	162735	160134	9950488	36876.19	1102.06	35617.44	13096.27	5.90
UNSCHEДУLED	715			35330					
ALL SERVICES	161235	162735	160134	9985818	36876.19	1102.06	35617.44	13096.27	5.90

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							Priority	Nonpriority	
PENNSYLVANIA.....									
INTERNATIONAL---SCHEDULED	436	430	425	56917	233.19	5.17	164.64	.16	
NONSCHEDULED	8			1910					
ALL SERVICES	444	430	425	58827	233.19	5.17	164.64	.16	
TOTAL-----SCHEDULED	160556	163215	160533	13007405	37109.38	1107.23	35782.08	13096.43	5.90
NONSCHEDULED	723			37240					
ALL SERVICES	161679	163215	160533	13044645	37109.38	1107.23	35782.08	13096.43	5.90
RHODE ISLAND.....									
DOMESTIC-----SCHEDULED	6826	6898	6806	312926	541.61	17.33	1024.76	3.77	
NONSCHEDULED	34			1696					
ALL SERVICES	6860	6898	6806	314620	541.61	17.33	1024.76	3.77	
SOUTH CAROLINA.....									
DOMESTIC-----SCHEDULED	26547	26698	26354	1192826	1614.72	296.69	2746.20	10.58	
NONSCHEDULED	66			2839					
ALL SERVICES	26613	26698	26354	1195635	1614.72	296.69	2746.20	10.58	
SOUTH DAKOTA.....									
DOMESTIC-----SCHEDULED	18088	16457	17977	394056	954.69	85.70	1695.33	2.06	
NONSCHEDULED	21			1229					
ALL SERVICES	18109	16457	17977	395285	954.69	85.70	1695.33	2.06	
TENNESSEE.....									
DOMESTIC-----SCHEDULED	99485	100319	98938	4226926	23962.78	913.87	15757.46	238.19	
NONSCHEDULED	133			5805					
ALL SERVICES	99618	100319	98938	4232731	23962.78	913.87	15757.46	238.19	
INTERNATIONAL---SCHEDULED	1								
TOTAL-----SCHEDULED	99486	100319	98938	4226926	23962.78	913.87	15757.46	238.19	
NONSCHEDULED	133			5805					
ALL SERVICES	99619	100319	98938	4232731	23962.78	913.87	15757.46	238.19	
TEXAS.....									
DOMESTIC-----SCHEDULED	445591	456567	444781	30262781	125141.94	1689.54	75142.30	8220.49	13.42
NONSCHEDULED	507			28767	40.75				
ALL SERVICES	456098	456567	444781	30291548	125182.69	1689.54	75142.30	8220.49	13.42
INTERNATIONAL---SCHEDULED	6392	6479	6369	560700	2947.63	4.49	811.46	.39	10.64
NONSCHEDULED	5			1049					
ALL SERVICES	6401	6479	6369	561749	2947.63	4.49	811.46	.39	10.64
TOTAL-----SCHEDULED	455583	463046	455150	30823481	128089.57	1694.03	75953.76	8220.58	21.06
NONSCHEDULED	516			24816	40.75				
ALL SERVICES	456499	463046	455150	30853297	128130.32	1694.03	75953.76	8220.58	21.36
UTAH.....									
DOMESTIC-----SCHEDULED	62744	63318	62554	3257841	17424.30	704.37	25782.02	765.01	
NONSCHEDULED	19			1333					
ALL SERVICES	62763	63318	62554	3259174	17424.30	704.37	25782.02	765.01	
VERMONT.....									
DOMESTIC-----SCHEDULED	5091	5254	5056	309715	265.40	5.84	75.48	1.19	
VIRGINIA.....									
DOMESTIC-----SCHEDULED	45459	50523	49193	2154792	2748.85	154.40	3610.18	4.79	
NONSCHEDULED	134			4311					
ALL SERVICES	45593	50523	49193	2159103	2748.85	154.40	3610.18	4.79	
INTERNATIONAL---SCHEDULED	1								
TOTAL-----SCHEDULED	45460	50523	49193	2154792	2748.85	154.40	3610.18	4.79	
NONSCHEDULED	134			4311					
ALL SERVICES	45594	50523	49193	2159103	2748.85	154.40	3610.18	4.79	
WASHINGTON.....									
DOMESTIC-----SCHEDULED	78880	79751	78435	5417122	91951.40	2167.74	23405.84	4328.31	34.01
NONSCHEDULED	125			7090	391.21				
ALL SERVICES	79005	79751	78435	5424212	92342.61	2167.74	23405.84	4328.31	34.01
INTERNATIONAL---SCHEDULED	1285	1225	1149	196677	4953.86	.11	2173.53	337.23	408.69
NONSCHEDULED	10			634.82					
ALL SERVICES	1295	1225	1149	196677	5588.68	.11	2173.53	337.23	408.69
TOTAL-----SCHEDULED	80165	80976	79634	5613799	96905.26	2167.85	25579.37	4665.54	442.70
NONSCHEDULED	135			7090	1026.03				
ALL SERVICES	80300	80976	79634	5620889	97931.29	2167.85	25579.37	4665.54	442.70
WEST VIRGINIA.....									
DOMESTIC-----SCHEDULED	8148	8233	8110	276644	246.82	18.84	441.49		
NONSCHEDULED	64			2174					
ALL SERVICES	8212	8233	8110	278818	246.82	18.84	441.49		
WISCONSIN.....									
DOMESTIC-----SCHEDULED	66070	67073	65521	2151270	6066.51	295.72	7163.59	52.19	
NONSCHEDULED	100			3914					
ALL SERVICES	66170	67073	65521	2155184	6066.51	295.72	7163.59	52.19	
INTERNATIONAL---SCHEDULED	1								
TOTAL-----SCHEDULED	66071	67073	65521	2151270	6066.51	295.72	7163.59	52.19	
NONSCHEDULED	100			3914					
ALL SERVICES	66171	67073	65521	2155184	6066.51	295.72	7163.59	52.19	
WYOMING.....									
DOMESTIC-----SCHEDULED	4055	4242	4241	196233	341.65	46.89	505.27		

TABLE 4.6
SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY

12 MONTHS ENDING DECEMBER 31, 1983

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
TOTAL FOR 50 U. S. STATES-----									
DOMESTIC-----SCHEDULED	4748064	4806359	4693013	292103400	2293307.57	52722.20	922802.10	240675.55	1090.32
NONSCHEDULED	14571			859203	5826.78	2.35	5.39		
ALL SERVICES	4762635	4806359	4693013	292962603	2299134.35	52724.55	922807.49	240675.55	1090.32
INTERNATIONAL---SCHEDULED	60379	60414	58915	8089115	197055.93	445.83	51355.13	10947.78	704.76
NONSCHEDULED	2453			296055	8746.15				
ALL SERVICES	62832	60414	58915	8385170	205802.08	445.83	51355.13	10947.78	704.76
TOTAL-----SCHEDULED	4806443	4866773	4751928	300192515	2490363.50	53168.03	974157.23	251623.33	1795.11
NONSCHEDULED	17024			1155258	14572.93	2.35	5.39		
ALL SERVICES	4823467	4866773	4751928	301347773	2504936.43	53170.38	974162.62	251623.33	1795.11
OTHER U. S. AREAS-----									
AMERICAN SAMOA-----SCHEDULED	3728	3728	3728	53061	453.20		52.00		
CAROLINE ISLANDS-----SCHEDULED	1017	1020	995	28610	489.05		150.88		
GUAM-----SCHEDULED	5662	5625	5596	233443	2819.35		1535.00	161.59	
JOHNSTON ISLAND-----SCHEDULED	211	209	207	374	1.75		4.10		
MARIANA ISLANDS-----SCHEDULED	8420	8422	8377	135194	223.70		50.90		
MARSHALL ISLANDS-----SCHEDULED	631	630	622	9977	68.88		113.35		
PUERTO RICO-----SCHEDULED	10036	10144	9902	1612707	58478.54	160.92	2319.91	1370.63	
NONSCHEDULED	8			1005					
ALL SERVICES	10044	10144	9902	1613712	58478.54	160.92	2319.91	1370.63	
INTERNATIONAL---SCHEDULED	1573	1171	1165	94608	4881.43	3.75	9.08	.03	.03
NONSCHEDULED	5			129					
ALL SERVICES	1582	1171	1165	94737	4881.43	3.75	9.08	.03	.03
TOTAL-----SCHEDULED	11609	11315	11067	1707315	63359.97	164.67	2328.99	1370.66	.03
NONSCHEDULED	17			1134					
ALL SERVICES	11626	11315	11067	1708449	63359.97	164.67	2328.99	1370.66	.03
VIRGIN ISLANDS, U.S.-----SCHEDULED	3189	3229	3165	174403	373.80	1.52	200.39	5.20	
INTERNATIONAL---SCHEDULED	456	458	456	29301	124.09	8.09	62.64	.05	
NONSCHEDULED	2			49					
ALL SERVICES	458	458	456	29350	124.09	8.09	62.64	.05	
TOTAL-----SCHEDULED	3645	3687	3621	203704	497.89	9.61	263.03	5.25	
NONSCHEDULED	2			49					
ALL SERVICES	3647	3687	3621	203753	497.89	9.61	263.03	5.25	
TOTAL FOR OTHER U. S. AREAS-----									
DOMESTIC-----SCHEDULED	13225	13373	13067	1787110	58852.34	162.44	2520.30	1375.83	
NONSCHEDULED	8			1005					
ALL SERVICES	13233	13373	13067	1788115	58852.34	162.44	2520.30	1375.83	
INTERNATIONAL---SCHEDULED	21698	21263	21146	584568	9061.45	11.84	1977.95	161.67	.03
NONSCHEDULED	11			178					
ALL SERVICES	21709	21263	21146	584746	9061.45	11.84	1977.95	161.67	.03
TOTAL-----SCHEDULED	34923	34636	34213	2371678	67913.79	174.28	4498.25	1537.50	.03
NONSCHEDULED	19			1183					
ALL SERVICES	34942	34636	34213	2372861	67913.79	174.28	4498.25	1537.50	.03
FOREIGN COUNTRIES-----									
ARGENTINA-----SCHEDULED	669	688	659	50232	3210.77		17.44	.40	6.15
AUSTRALIA-----SCHEDULED	1249	1287	1234	137215	8898.86		101.81	1.01	112.13
AUSTRALIA-----SCHEDULED	9	8	8	257					
INTERNATIONAL---SCHEDULED	4			1476					
ALL SERVICES	13	8	8	1733					
BAHAMAS-----SCHEDULED	56	34	34	3435					
DOMESTIC-----SCHEDULED	18			2737					
ALL SERVICES	74	34	34	6172					
INTERNATIONAL---SCHEDULED	6529	8529	8175	617963	275.74	.08	.15	.01	
NONSCHEDULED	456			54482					
ALL SERVICES	6985	8529	8175	672445	275.74	.08	.15	.01	
TOTAL-----SCHEDULED	6585	8563	8209	621398	275.74	.08	.15	.01	
NONSCHEDULED	474			57219					
ALL SERVICES	5059	8563	8209	678617	275.74	.08	.15	.01	
BARBADOS-----SCHEDULED	2456	2472	2430	121950	755.34		31.60	1.13	4.56
INTERNATIONAL---SCHEDULED	16			1897					
ALL SERVICES	2472	2472	2430	123847	755.34		31.60	1.13	4.56
BELGIUM-----SCHEDULED	1231	1397	1149	94084	4643.16		123.78	22.22	.01
BERMUDA-----SCHEDULED	2								
INTERNATIONAL---SCHEDULED	3444	3467	3412	427617	313.94	.13	173.88	42.06	65.99
NONSCHEDULED	6			1209					
ALL SERVICES	3450	3467	3412	428826	313.94	.13	173.88	42.06	65.99

TABLE 4.6
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12 MONTHS ENDING DECEMBER 31, 1983

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
BERMUDA.....									
TOTAL-----SCHEDULED	3446	3467	3412	427617	313.94	.13	173.88	42.06	65.99
NONSCHEDULED	6			1209					
ALL SERVICES	3452	3467	3412	428826	313.94	.13	173.88	42.06	65.99
BOLIVIA.....									
INTERNATIONAL---SCHEDULED	306	313	306	12081	20.54		13.18	3.56	
BRAZIL.....									
INTERNATIONAL---SCHEDULED	2928	2943	2813	179095	13447.32		267.82	3.35	166.32
NONSCHEDULED	32			10315					
ALL SERVICES	2960	2943	2813	189410	13447.32		267.82	3.35	166.32
BRITISH HONDURAS.....									
INTERNATIONAL---SCHEDULED	266	271	255	4079		.05	15.30		
BRITISH WEST INDIES.....									
DOMESTIC-----SCHEDULED	728	729	725	42198	25.05	.12	.25		
NONSCHEDULED	1								
ALL SERVICES	729	729	725	42198	25.05	.12	.25		
INTERNATIONAL---SCHEDULED	2274	2304	2254	72386	214.80	.57	18.53	5.64	
NONSCHEDULED	5			4022					
ALL SERVICES	2279	2304	2254	76408	214.80	.57	18.53	5.64	
TOTAL-----SCHEDULED	3002	3033	2979	114584	239.85	.69	18.78	5.64	
NONSCHEDULED	6			4022					
ALL SERVICES	3008	3033	2979	118606	239.85	.69	18.78	5.64	
CANADA.....									
DOMESTIC-----SCHEDULED	39563	40496	39902	2532676	6378.57	120.59	775.83	102.94	
NONSCHEDULED	294			23353					
ALL SERVICES	40257	40496	39902	2556029	6378.57	120.59	775.83	102.94	
INTERNATIONAL---SCHEDULED	106	8	8	3780					
TOTAL-----SCHEDULED	40069	40504	39910	2536456	6378.57	120.59	775.83	102.94	
NONSCHEDULED	294			23353					
ALL SERVICES	40363	40504	39910	2559809	6378.57	120.59	775.83	102.94	
CHILE.....									
INTERNATIONAL---SCHEDULED	560	570	557	38578	1461.44		43.34	5.87	.56
CHINA.....									
INTERNATIONAL---SCHEDULED	204	208	204	16280	778.07				
COLOMBIA.....									
INTERNATIONAL---SCHEDULED	1635	1622	1597	115139	2822.69		63.85	15.66	
COSTA RICA.....									
DOMESTIC-----SCHEDULED	2								
INTERNATIONAL---SCHEDULED	365	365	364	30811	.04	.77	2.43		
TOTAL-----SCHEDULED	367	365	364	30811	.04	.77	2.43		
CUBA.....									
DOMESTIC-----SCHEDULED	1	1	1						
DENMARK.....									
INTERNATIONAL---SCHEDULED	241	244	241	22386	712.66		1.03	2.85	
DOMINICAN REPUBLIC.....									
INTERNATIONAL---SCHEDULED	2383	2253	2215	306584	6902.28	.36	3.21	1.15	
NONSCHEDULED	15			850					
ALL SERVICES	2398	2253	2215	307434	6902.28	.36	3.21	1.15	
ECUADOR.....									
INTERNATIONAL---SCHEDULED	1486	1500	1472	61435	623.03	.90	19.33	6.60	
ARAB REPUBLIC OF EGYPT.....									
INTERNATIONAL---SCHEDULED	672	671	661	80111	522.63		130.44	1.70	12.39
EL SALVADOR.....									
INTERNATIONAL---SCHEDULED	309	314	298	12468	.32	1.68	25.79		
FIJI.....									
INTERNATIONAL---SCHEDULED	227	208	224	13357	463.10		.35		6.80
FRANCE.....									
INTERNATIONAL---SCHEDULED	2212	2228	2148	355261	20725.76		275.37	103.26	.37
NONSCHEDULED	53			16699					
ALL SERVICES	2265	2228	2148	371960	20725.76		275.37	103.26	.37
FRENCH ANTILLES.....									
INTERNATIONAL---SCHEDULED	1687	1100	1086	38916	21.51		.51	2.07	
FRENCH GUIANA.....									
INTERNATIONAL---SCHEDULED	1								
FRENCH POLYNESIA.....									
INTERNATIONAL---SCHEDULED	56	56	56	4426	8.00				1.40
GABON.....									
INTERNATIONAL---SCHEDULED	1								
GERMANY.....									
INTERNATIONAL---SCHEDULED	27046	20589	27874	2671335	50284.21		5229.28	5716.33	8782.00
NONSCHEDULED	683			65793	647.14				
ALL SERVICES	25729	20589	27874	2737128	50931.35		5229.28	5716.33	8782.00
GREECE.....									
INTERNATIONAL---SCHEDULED	924	921	920	156350	815.63		336.90	137.60	30.58
GUATEMALA.....									
INTERNATIONAL---SCHEDULED	1033	1044	1025	67926	3196.04	1.38	14.86	3.88	4.08

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12 MONTHS ENDING DECEMBER 31, 1983

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
HAITI.....									
INTERNATIONAL---SCHEDULED	1785	1653	1633	155441	3086.15	.09	42.16	4.31	
NONSCHEDULED	191			11	2951.40				
ALL SERVICES	1976	1653	1633	155452	6037.55	.09	42.16	4.31	
HONDURAS.....									
INTERNATIONAL---SCHEDULED	682	677	645	23830	.06	2.83	3.07		
HONG KONG.....									
INTERNATIONAL---SCHEDULED	2248	2230	2182	354008	60899.20		181.30	689.77	1057.11
HUNGARY.....									
INTERNATIONAL---SCHEDULED	52	52	51	2014	19.38				
ICELAND.....									
INTERNATIONAL---SCHEDULED	5				77.13				
INDIA.....									
INTERNATIONAL---SCHEDULED	353	366	349	83472	7175.37				
INDONESIA.....									
INTERNATIONAL---SCHEDULED	1								
IRELAND.....									
INTERNATIONAL---SCHEDULED	391	367	337	30505	834.22		8.39	11.81	21.85
ISRAEL.....									
INTERNATIONAL---SCHEDULED	634	665	631	138440	1229.19		63.92	55.17	40.50
ITALY.....									
INTERNATIONAL---SCHEDULED	2500	2533	2458	380610	20578.57		1060.09	242.14	76.11
NONSCHEDULED	67			7592					
ALL SERVICES	2567	2533	2458	388202	20578.57		1060.09	242.14	76.11
JAMAICA.....									
INTERNATIONAL---SCHEDULED	4621	4031	3911	275002	1703.22	.22	3.84	.24	
NONSCHEDULED	107			21691					
ALL SERVICES	4728	4031	3911	296693	1703.22	.22	3.84	.24	
JAPAN.....									
INTERNATIONAL---SCHEDULED	11803	11697	11427	1536701	165887.39		7055.33	9216.72	1346.22
NONSCHEDULED	24			380					
ALL SERVICES	11827	11697	11427	1537081	165887.39		7055.33	9216.72	1346.22
KENYA.....									
INTERNATIONAL---SCHEDULED	105	105	105	10030	215.62		22.22	6.21	14.04
LEBANON.....									
INTERNATIONAL---SCHEDULED	102	100	99	2502	2.09			15.75	
LIBERIA.....									
INTERNATIONAL---SCHEDULED	418	416	418	12379	454.16		20.88		32.70
MALAYSIA.....									
INTERNATIONAL---SCHEDULED	106	123	39		1125.81				
MEXICO.....									
DOMESTIC-----SCHEDULED	2449	2473	2441	122448	32.57	.02			
NONSCHEDULED	43			7143					
ALL SERVICES	2492	2473	2441	129591	32.57	.02			
INTERNATIONAL---SCHEDULED	14136	14259	14034	1126658	4358.96	14.91	41.83	1.52	.20
NONSCHEDULED	4			563					
ALL SERVICES	14140	14259	14034	1127221	4358.96	14.91	41.83	1.52	.20
TOTAL-----SCHEDULED	16585	16732	16475	1249106	4391.53	14.93	41.83	1.52	.20
NONSCHEDULED	47			7706					
ALL SERVICES	16632	16732	16475	1256812	4391.53	14.93	41.83	1.52	.20
NETHERLANDS.....									
INTERNATIONAL---SCHEDULED	234	240	218	10398	2065.68		3.69	7.39	
NETHERLANDS ANTILLES.....									
INTERNATIONAL---SCHEDULED	3354	3313	3278	223727	220.15		28.98	.97	1.18
NONSCHEDULED	23			8695					
ALL SERVICES	3377	3313	3278	232422	220.15		28.98	.97	1.18
NEW ZEALAND.....									
INTERNATIONAL---SCHEDULED	673	668	663	40133	6612.37	.03	25.86	30.72	50.16
NIGERIA.....									
INTERNATIONAL---SCHEDULED	208	209	204	19089	738.48		22.03		
NONSCHEDULED	1								
ALL SERVICES	209	209	204	19089	738.48		22.03		
NORWAY.....									
INTERNATIONAL---SCHEDULED	200	199	197	17660	1889.32		7.19	6.66	3.12
PAKISTAN.....									
INTERNATIONAL---SCHEDULED	165	161	158	12439	895.69			1.32	.29
PANAMA.....									
INTERNATIONAL---SCHEDULED	1906	1890	1862	141566	2858.46	.20	416.87	118.03	12.97
NONSCHEDULED	7			618					
ALL SERVICES	1913	1890	1862	142184	2858.46	.20	416.87	118.03	12.97
PARAGUAY.....									
INTERNATIONAL---SCHEDULED	176	179	176	6593	53.20		8.70	6.17	
PERU.....									
INTERNATIONAL---SCHEDULED	883	872	869	71368	1274.37	.03	43.86	26.50	
PHILIPPINES.....									
INTERNATIONAL---SCHEDULED	1059	1061	1044	226575	6811.40		1022.77	1846.08	38.71
PORTUGAL.....									
INTERNATIONAL---SCHEDULED	516	512	511	41399	919.78		32.42	15.05	20.76

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12 MONTHS ENDING DECEMBER 31, 1983

State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
SAUDI ARABIA.....									
INTERNATIONAL---SCHEDULED	282	263	260	28270	46.69		354.90		18.78
SENEGAL.....									
INTERNATIONAL---SCHEDULED	207	206	206	7046	144.83	.01			15.75
SAUDI ARABIA.....									
INTERNATIONAL---SCHEDULED	36				4.05				
SINGAPORE.....									
INTERNATIONAL---SCHEDULED	558	552	372	64303	8076.00		76.99	.87	29.30
SOUTH AFRICA.....									
INTERNATIONAL---SCHEDULED	104	104	104	12858	399.93				
SOUTH KOREA.....									
INTERNATIONAL---SCHEDULED	1318	1317	1278	167811	26543.36		1569.89	1627.89	1.32
NONSCHEDULED	22			6904					
ALL SERVICES	1340	1317	1278	174715	26543.36		1569.89	1627.89	1.32
SPAIN.....									
INTERNATIONAL---SCHEDULED	890	903	879	133382	3651.75		357.35	169.07	1.54
SRI LANKA.....									
INTERNATIONAL---SCHEDULED	2								
SURINAM.....									
INTERNATIONAL---SCHEDULED	26				92.04				
SWEDEN.....									
INTERNATIONAL---SCHEDULED	150	150	150	19005	452.38		.63		
SWITZERLAND.....									
INTERNATIONAL---SCHEDULED	833	861	816	64247	5851.85		2.39	2.70	37.83
NONSCHEDULED	30			3509					
ALL SERVICES	863	861	816	67756	5851.85		2.39	2.70	37.83
TAIWAN.....									
INTERNATIONAL---SCHEDULED	1789	1785	1628	139038	58255.30		554.24	39.66	1289.49
TONGA.....									
INTERNATIONAL---SCHEDULED	1092	1079	1079	8990	16.20				
TRINIDAD & TOBAGO.....									
INTERNATIONAL---SCHEDULED	1444	1458	1441	101872	208.70		3.14		.52
TURKEY.....									
INTERNATIONAL---SCHEDULED	339	342	334	19183	85.76		75.49	9.11	.85
NONSCHEDULED	56			4807					
ALL SERVICES	395	342	334	23990	85.76		75.49	9.11	.85
UNITED ARAB EMIRATES.....									
INTERNATIONAL---SCHEDULED	416	332	312	17625	226.50				
UNITED KINGDOM.....									
INTERNATIONAL---SCHEDULED	9277	9423	9043	1545442	62314.55		3759.82	800.73	453.47
NONSCHEDULED	4			689					
ALL SERVICES	5281	9423	9043	1546131	62314.55		3759.82	800.73	453.47
URUGUAY.....									
INTERNATIONAL---SCHEDULED	102	104	101	4062	316.52			8.41	12.59
VENEZUELA.....									
INTERNATIONAL---SCHEDULED	1860	2025	1842	178910	3250.31		16.24	1.02	2.00
NONSCHEDULED	56			580	69.72				
ALL SERVICES	1916	2029	1842	179290	3320.03		16.24	1.02	2.00
WESTERN SAMOA.....									
INTERNATIONAL---SCHEDULED	1604	1604	1604	20167	6.00				
YUGOSLAVIA.....									
INTERNATIONAL---SCHEDULED	234	234	233	10317	5.45				
NONSCHEDULED	22			1916					
ALL SERVICES	256	234	233	12233	5.45				
ZIMBABWE.....									
INTERNATIONAL---SCHEDULED	1								
CANADA.....									
INTERNATIONAL---SCHEDULED	1								
TOTAL FOR FOREIGN COUNTRIES....									
DOMESTIC-----SCHEDULED	42201	43733	43103	2700757	6436.19	120.73	776.08	102.94	
NONSCHEDULED	356			33233					
ALL SERVICES	43557	43733	43103	2733990	6436.19	120.73	776.08	102.94	
INTERNATIONAL---SCHEDULED	137190	136948	132430	13217169	583051.47	24.24	23796.66	21038.34	13772.70
NONSCHEDULED	1884			214498	3668.26				
ALL SERVICES	135074	136948	132430	13431667	586719.73	24.24	23796.66	21038.34	13772.70
TOTAL-----SCHEDULED	180391	180681	175933	15917926	589487.66	144.97	24572.74	21161.28	13772.70
NONSCHEDULED	2240			247731	3668.26				
ALL SERVICES	182631	180681	175933	16165657	593155.92	144.97	24572.74	21161.28	13772.70
OVER-ALL TOTAL FOR ALL STATES, AREAS, AND COUNTRIES.....									
DOMESTIC-----SCHEDULED	4804490	4863465	4749183	296591267	2358596.10	53005.37	926098.48	262154.32	1090.32
NONSCHEDULED	14935			893441	5826.78	2.35	5.39		
ALL SERVICES	4819425	4863465	4749183	297484708	2364422.88	53007.72	926103.87	262154.32	1090.32
INTERNATIONAL---SCHEDULED	219267	218625	212891	21890852	789168.85	481.91	77129.74	32147.79	14477.52
NONSCHEDULED	4348			510731	12414.41				
ALL SERVICES	223615	218625	212891	22401583	801583.26	481.91	77129.74	32147.79	14477.52
TOTAL-----SCHEDULED	5023757	5082090	4962074	318482119	3147764.95	53487.28	1003228.22	274302.11	15567.84
NONSCHEDULED	19283			1404172	18241.19	2.35	5.39		
ALL SERVICES	5043040	5082090	4962074	319886291	3166006.14	53489.63	1003233.61	274302.11	15567.84

TABLE 4.7
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND
MAIL IN TOTAL OPERATIONS, ALL SERVICES AT LARGE AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1983

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
ATLANTA, GEORGIA (WILLIAM B. HARTSFIELD INT'L) 6.13	243316	245132	242340	18648189	146481.80	10352.95	85310.05	1748.90	
BOSTON, MASSACHUSETTS (LOGAN INTERNATIONAL) 2.64	90012	89991	88172	8044651	103968.35	524.55	21667.86	9025.31	111.83
CHARLOTTE, NORTH CAROLINA (DOUGLAS MUNI) 1.23	70028	70520	69742	3763812	17801.41	597.03	11978.78	42.84	
CHICAGO, ILLINOIS (MIDWAY) 0.24	16103	16205	16087	736315	26.04	.46			
(MEIGS FIELD) 0.00	587	1064	987	20167	3122.85				
(O'HARE INTERNATIONAL) 5.99	235292	237226	233680	18197199	297118.96	4965.80	80427.06	32063.26	80.28
COMMUNITY TOTAL 6.23	252382	254495	250754	18953681	300267.85	4966.26	80427.06	32063.26	80.28
DALLAS-FORT WORTH, TEXAS (LOVE FIELD) 0.96	47501	48424	47484	2944250	217.00				
(DALLAS-FORT WORTH REGIONAL) 4.19	155778	160584	159154	12738376	77575.69	627.94	51751.97	6453.23	
COMMUNITY TOTAL 5.15	207279	209008	206638	15682626	78192.69	627.94	51751.97	6453.23	
DENVER, COLORADO (STAPLETON INTERNATIONAL) 3.75	145663	153667	149490	11401005	60281.71	1657.48	35475.26	5144.27	
DETROIT/ANN ARBOR, MICHIGAN (DETROIT METROPOLITAN WAYNE CTY) 1.60	81027	81349	80088	4888149	29721.72	647.86	18517.82	4855.19	
(WILLOW RUN) 0.00	4112	2674	2674		19430.00				
COMMUNITY TOTAL 1.60	85139	84023	82762	4888149	49151.72	647.86	18517.82	4855.19	
HONOLULU, HAWAII (HONOLULU INTERNATIONAL) 1.76	45306	48152	42634	5375172	81830.68	321.18	13701.14	4631.18	545.50
HOUSTON, TEXAS (HOUSTON INTERCONTINENTAL) 1.86	84167	85986	83952	5676551	35652.19	761.57	15303.56	1239.45	21.06
(WILLIAM P. HOBBY) 0.73	45826	46622	45726	2877860	1733.16	71.69	6.11		
COMMUNITY TOTAL 2.79	129993	132608	129678	8504411	37385.35	833.26	15309.67	1239.45	21.06
LAS VEGAS, NEVADA (MC CARRAN INTL) 1.51	55458	59222	58640	4588640	2744.83	115.69	2902.52	69.39	
LOS ANGELES/BURBANK/LONG BEACH, CALIF. (BURBANK) 0.45	20698	20942	20507	1389103	2224.51	17.27	222.85		
(LONG BEACH) 0.13	4591	5050	4976	399284	876.17	3.33	2.98		
(LOS ANGELES INTERNATIONAL) 4.67	139036	140116	137849	14265641	267033.24	5799.53	46648.17	19527.35	63.28
(ORANGE COUNTY) 0.43	15035	15161	14907	1314933	1463.36	51.88	5.67	.03	
COMMUNITY TOTAL 5.70	179760	181264	178239	17364961	271597.28	5872.01	46879.67	19527.38	63.28
MIAMI/FT. LAUDERDALE, FLORIDA (FT. LAUDERDALE-HOLLYWOOD INTL) 0.45	35559	35147	34474	2605343	9361.99	263.26	3178.42	34.57	
(MIAMI INTERNATIONAL) 2.41	92816	92263	90249	7337567	77447.66	1270.68	19809.50	3609.60	221.36
COMMUNITY TOTAL 3.26	128375	127410	124763	9942910	86809.65	1533.94	22987.92	3644.17	221.36
MINNEAPOLIS/ST. PAUL, MINNESOTA (MINNEAPOLIS-ST. PAUL INTL) 1.90	86663	87293	85856	5781536	45502.09	891.84	23819.91	4546.09	78.34
NEWARK, NEW JERSEY (NEWARK) 2.73	94408	95488	93672	8300298	42260.21	700.87	15725.24	10772.04	.19
NEW YORK, NEW YORK (JOHN F. KENNEDY INTL) 3.27	81524	80900	79147	9794648	253098.66	961.88	46702.14	30154.17	91.86
(LA GUARDIA) 2.89	106175	106138	103937	8786003	18189.09	714.13	27803.31	6740.59	
COMMUNITY TOTAL 6.11	187699	187038	183084	16580651	271287.75	1676.01	74505.45	36894.76	91.86
ORLANDO, FLORIDA (ORLANDO INT'L) 1.22	55280	55030	54290	3721059	11766.81	282.82	4364.29	104.60	
PHILADELPHIA/PA/CAMDEN, NJ (INTERNATIONAL) 1.31	60264	60954	59781	3980574	28499.17	650.10	20420.20	12928.82	5.90
PHOENIX, ARIZONA (PHOENIX SKY HARBOR INTL) 1.58	77505	77933	77146	4800711	11680.06	377.72	7010.39	2512.11	

TABLE 4.7
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND
MAIL IN TOTAL OPERATIONS, ALL SERVICES AT LARGE AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1983

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
PITTSBURGH, PA/WHEELING & VA (GREATER PITTSBURGH) 1.82	90744	91481	90169	5544359	7570.58	419.24	18716.59	148.47	
ST. LOUIS, MISSOURI (LAMBERT-ST LOUIS MUNI) 2.57	124612	125590	123935	7815390	33141.07	331.45	31263.61	4840.01	
SALT LAKE CITY, UTAH (SALT LAKE CITY INTL) 1.06	54750	55278	54616	3237442	17355.15	704.37	23978.49	765.01	
SAN DIEGO, CALIFORNIA (SAN DIEGO INTNL-LINDBERGH FLD) 1.03	36266	36392	36065	3142844	9849.40	274.83	6871.20	173.64	
SAN FRANCISCO/OAKLAND, CAL. (OAKLAND METROPOLITAN INTL) 0.45	22178	21964	21480	1380623	6218.59	34.68	5.59		
(SAN FRANCISCO INTL) 3.38	117353	118245	116290	10269536	168341.76	2824.31	36984.32	15598.90	9.38
COMMUNITY TOTAL 3.83	135531	140209	137770	11650159	174560.35	2858.99	36989.91	15598.90	9.38
SEATTLE/TACOMA, WASHINGTON (BOEING FIELD INTL) 0.00	43	14	14	1580	11.50	.01	4.92		
(SEATTLE-TACOMA INTERNATIONAL) 1.63	65453	65956	64899	4954028	96079.96	2069.32	23677.68	4655.30	442.70
(MCCHORD AFB) 0.00	1								
COMMUNITY TOTAL 1.63	65497	65970	64913	4955608	96091.46	2069.33	23682.60	4655.30	442.70
TAMPA/ST. PETERSBURG/CLWTR&KLND, FLA (TAMPA INTERNATIONAL) 1.21	63814	63841	62776	3688571	11883.63	478.08	8378.34	93.45	
(ST. PETERSBURG/CLWTR INTL) 0.04	1772	1790	1753	141577	17.82				
COMMUNITY TOTAL 1.25	65586	65631	64529	3830148	11901.45	478.08	8378.34	93.45	
WASHINGTON, DIST. OF COL. (DULLES INTERNATIONAL) 0.43	19110	19357	18954	1325933	11668.39	69.05	3503.68	8627.44	
(WASHINGTON NATIONAL) 2.15	93743	95506	92139	6559868	9143.83	438.55	25178.77	3919.35	
COMMUNITY TOTAL 2.58	112853	114863	111063	7885801	20812.22	507.60	32682.45	12546.79	
OVER-ALL TOTAL, LARGE HUBS 72.37	2892969	2914657	2862671	223388787	2018790.89	40263.40	735318.39	195024.56	1671.68

TABLE 4.8
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND
MAIL IN TOTAL OPERATIONS, ALL SERVICES AT MEDIUM AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1983

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
ALBUQUERQUE, NEW MEXICO (ALBUQUERQUE SUNPORT/KIRTLAND AFB) 0.49	29632	29996	29541	1496287	1553.59	70.55	4059.43	939.81	
ANCHORAGE, ALASKA (ANCHORAGE INTERNATIONAL) 0.34	25959	25264	24341	1341790	224585.01	3377.14	12656.00	30978.90	85.29
ELMHURST, ILL. (ELMHURST AFB) 0.00	25	5	5	763	632.37		2.29	4.85	
COMMUNITY TOTAL 0.34	25584	25269	24346	1342553	225217.38	3377.14	12658.29	30983.75	85.29
AUSTIN, TEXAS (ROBERT MUELLER MUNI) 0.41	22618	22941	22507	1248759	1242.18	24.76	2203.79	.00	
BALTIMORE, MARYLAND (BALTIMORE/WASHINGTON INTL) 0.75	41371	41720	40969	2296538	14954.75	353.94	5759.04	3830.72	
BUFFALO, NEW YORK (GREATER BUFFALO INTERNATIONAL) 0.56	35737	35432	34738	1706336	5568.11	143.77	4615.42	293.40	
COMMUNITY TOTAL 0.56	35536	35631	34897	1707482	5568.11	143.77	4615.42	293.40	
CINCINNATI, OHIO (GREAT CINCINNATI) 0.58	40630	40840	40465	1769830	6500.63	206.08	6125.34	439.47	
CLEVELAND, OHIO (MURKIN INTERNATIONAL) 0.86	46516	46131	47481	2626602	16023.30	655.70	9269.87	566.41	
COLUMBUS, OHIO (PORT COLUMBUS INTERNATIONAL) 0.46	23880	24024	23758	1426267	2199.14	124.55	4428.89	569.26	
DAYTON, OHIO (JAMES M. COX DAYTON MUNI) 0.39	25330	25577	25275	1191509	3271.78	202.89	3559.31	4.84	
EL PASO, TEXAS (EL PASO INTERNATIONAL) 0.34	18142	18341	18096	1035185	3541.86	78.99	1339.36	9.06	
HARTFORD, CONN./SPRINGFIELD, MASS (BRADLEY INTL) 0.46	25949	26318	25733	1420664	5321.18	229.01	6432.66	2342.02	
INDIANAPOLIS, INDIANA (INDIANAPOLIS MONTICELLO-COOK) 0.42	28603	28513	28217	1300098	6786.48	193.68	7148.73	1659.62	
JACKSONVILLE, FLORIDA (JACKSONVILLE INTERNATIONAL) 0.34	18423	18664	18290	1044359	1801.97	157.80	4505.60	10.29	
KAHULUI, HAWAII (KAHULUI) 0.42	19539	21432	17972	1304980	1395.25	3.36	698.16	358.38	
KANSAS CITY, MISSOURI (INTERNATIONAL) 0.78	54030	54728	53620	2399224	5785.04	307.01	11130.99	2652.35	37.27
COMMUNITY TOTAL 0.78	54030	54728	53620	2399224	5785.04	307.01	11130.99	2652.35	37.27
LOUISVILLE, KENTUCKY (STANDIFORD FIELD) 0.28	22864	25090	22722	855970	2338.16	147.02	4802.09	45.07	
MEMPHIS, TENNESSEE (MEMPHIS INTERNATIONAL) 0.77	56248	56603	55892	2359442	16951.61	468.58	10127.07	2.87	
MILWAUKEE, WISCONSIN (GENERAL MITCHELL FIELD) 0.44	30944	31227	30674	1352044	4025.03	210.97	6038.63	52.18	
NASHVILLE, TENNESSEE (METROPOLITAN) 0.36	24150	24150	23968	1108572	4556.34	161.92	3723.70	230.95	
NEW ORLEANS, LOUISIANA (INTERNATIONAL/MOisant FIELD) 0.94	46661	47055	46179	2868966	5926.71	182.55	5805.39	711.93	
NORFOLK, VA (CHAMBERS/CHESPEAKE, VA) (NORFOLK REGIONAL) 0.45	25159	25461	24975	1395088	1079.88	108.13	1924.43	4.16	
COMMUNITY TOTAL 0.45	25160	25461	24975	1395088	1079.88	108.13	1924.43	4.16	
OKLAHOMA CITY, OKLAHOMA (WILL ROGERS WORLD) 0.41	22815	22964	22638	1248378	2944.15	69.53	4211.39	332.25	
OMAHA, NEBRASKA (EPPLEY AIRFIELD) 0.30	20930	21306	20769	928601	1009.28	124.71	6890.72	29.60	

TABLE 4.8
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND
MAIL IN TOTAL OPERATIONS, ALL SERVICES AT MEDIUM AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1983

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
ONTARIO/SAN BERNARD/RIVERSE,CA (ONTARIO INTERNATIONAL) 0.38	18720	18955	18557	1175644	1060.97	62.65	3.74	.33	
PORTLAND, OREGON (PORTLAND INTERNATIONAL) 0.68	35593	35952	35136	2074741	17007.10	308.14	5391.65	1361.04	.87
RALEIGH/DURHAM, NORTH CAROLINA (RALEIGH-DURHAM) 0.16	25576	25746	25434	1122732	1854.26	394.21	3662.61	8.57	
RENO, NEVADA (RENO INTL) 0.41	21700	21872	21449	1259521	1158.87	127.88	3566.17	31.79	
ROCHESTER, NEW YORK (ROCHESTER-MONROE COUNTY) 0.28	20792	20949	20546	861319	952.50	123.69	2214.28	26.57	
SACRAMENTO, CALIFORNIA (SACRAMENTO METROPOLITAN) 0.40	18871	19024	18763	1232658	1325.10	175.71	5928.17	221.41	
SAN ANTONIO, TEXAS (SAN ANTONIO INTERNATIONAL) 0.60	25822	30244	29704	1423971	3228.38	98.42	4406.37	516.51	
SAN JOSE, CALIFORNIA (SAN JOSE AUVI) 0.50	27772	28133	27536	1714427	4140.27	41.44	1594.42	537.14	
SAN JUAN, PUERTO RICO (PUERTO RICO INTERNATIONAL) 0.55	11491	11160	10933	1645783	63359.37	164.67	2328.99	1370.66	.03
SYRACUSE, NEW YORK (SYRACUSE E. FAYETTE) 0.33	28153	28715	27973	1024852	3915.24	71.22	1780.96	221.39	
TULSA, OKLAHOMA (TULSA INTL) 0.32	16411	16520	16353	980374	1902.22	87.04	1736.28	172.12	
TULSA, OKLAHOMA (TULSA INTL) 0.41	27257	27635	27162	1264143	1844.83	74.54	3757.20	999.27	
WEST PALM BEACH/PALM BEACH,FLA (PALM BEACH INTERNATIONAL) 0.14	25831	26672	25326	1776950	2207.61	77.20	1052.33	16.66	
OVER-ALL TOTAL MEDIUM HUBS 17.41	1319497	1029127	1006371	53432749	445783.88	9454.88	168881.49	51531.93	123.46

TABLE 4.8
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND
MAIL IN TOTAL OPERATIONS. ALL SERVICES AT SMALL AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1983

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
ALBANY, NEW YORK (ALBANY COUNTY) 0.15	5909	10132	9874	476936	803.99	36.42	1883.53	77.89	
AMARILLO/DORGER, TEXAS (AMARILLO AIR TERMINAL) 0.13	8269	8549	8260	425135	285.03	6.24	296.54		
ATLANTIC CITY, NEW JERSEY (NAFEC ATLANTIC CITY/POMONA) 0.10	4109	2656	2602	333594					
BATON ROUGE, LOUISIANA (RYAN) 0.09	7016	7090	6964	271828	367.58	10.61	57.36		
BILLINGS, MONTANA (LOGAN FIELD) 0.10	8711	8858	8698	332508	443.89	29.08	2008.98	7.30	
BIRMINGHAM, ALABAMA (BIRMINGHAM MUNI) 0.20	15127	15197	14942	612126	1462.68	166.20	1964.11	4.35	
BOISE, IDAHO (BOISE AIR TERMINAL/WOMEN FLD) 0.13	10078	10240	10052	409914	491.13	43.90	1665.63	10.63	
BROWNSVILLE/HRLGN/SAN BNTD, TEX (HARLINGEN INDUSTRIAL AIRPARK) 0.11	4843	4894	4842	352711	371.90		.01		
CRIO GRANDE VALLEY INTL.) 0.01	1633	1656	1611	58382	1567.12	2.89	.27	1.76	
COMMUNITY TOTAL 0.12	6476	6550	6433	411093	2339.02	2.89	.28	1.76	
BURLINGTON, VERMONT (BURLINGTON INTERNATIONAL) 0.10	5091	5254	5066	309715	265.40	5.84	75.48	1.19	
CHARLESTON, SOUTH CAROLINA (CHARLESTON AFB/MUNI) 0.13	5215	9240	9152	407015	595.99	51.64	768.15	9.74	
CHARLESTON/DUNBAR, W. VIRGINIA (KANAWHA) 0.06	4912	4733	4870	187448	173.71	16.91	330.79		
CHATTANOOGA, TENNESSEE (LOVELL FIELD) 0.07	4812	4831	4783	219190	763.58	96.47	322.96		
COLORADO SPRINGS, COLORADO (PETERSON FIELD) 0.08	3584	4006	3893	246439	177.70	20.90	6.33		
COLUMBIA, SOUTH CAROLINA (COLUMBIA METROPOLITAN) 0.12	8041	8067	7955	377295	508.80	103.90	1079.01	.73	
CORPUS CHRISTI, TEXAS (CORPUS CHRISTI INTERNATIONAL) 0.13	7784	7971	7756	403277	479.67	9.72	247.02		
DAYTONA BEACH, FLORIDA (DAYTONA BEACH REGIONAL) 0.04	5647	5713	5631	244240	429.11	8.18	3.94	.13	
DES MOINES, IOWA (DES MOINES MUNI) 0.17	15102	15256	14953	517254	885.52	44.98	4637.32	45.66	
EUGENE, OREGON (MAHLIN SWEET FIELD) 0.05	4174	4245	4138	172928	215.94	23.45	798.42		
FAIRBANKS, ALASKA (EIELSON AFB) 0.00	1								
(FAIRBANKS INTERNATIONAL) 0.08	8502	8810	8529	261520	8426.10	.65	1360.49	4094.54	
COMMUNITY TOTAL 0.04	8503	8810	8529	261520	8426.10	.65	1360.49	4094.54	
FORT MYERS, FLORIDA (PAGE FIELD) 0.19	11238	11341	11236	387014	1009.42	25.64	279.80	1.40	
FORT WAYNE, INDIANA (MUNICIPAL/BAE FIELD) 0.07	10468	10726	10433	213465	371.01	136.78	344.32	.10	
FRESNO, CALIFORNIA (FRESNO AIR TERMINAL) 0.11	7555	7616	7473	353204	489.51	37.88	472.01	1.48	
GRAND RAPIDS, MICHIGAN (KENT COUNTY) 0.16	12777	12906	12716	492820	783.43	69.20	177.47	.13	
GREEN BAY/CLINTONVILLE, WIS. (AUSTIN-STRAUBEL FIELD) 0.07	6430	6545	6340	218942	522.42	26.33	335.35		
GREENSBURG/HIGH PT/WINSTON-S.C. (GREENSBURG-HIGH PT-WINSTON REG.) 0.23	19677	20242	19393	727101	1335.11	134.62	3014.46	3.29	
(SMITH-REYNOLDS) 0.00	1552	1463	1425	17549	44.40	.06	4.89		

TABLE 4.9
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND
MAIL IN TOTAL OPERATIONS. ALL SERVICES AT SMALL AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1983

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total Performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
COMMUNITY TOTAL 0.23	21225	21705	20309	740899	3379.51	334.68	3019.35	3.29	
GREENVILLE-SPARTANBURG, S.C. (GREENVILLE-SPARTANBURG) 0.39	6165	6163	6061	249759	390.16	137.49	899.06	.11	
AGANA, GUAM (AGANA FIELD) 0.07	5664	5625	5546	233443	2819.35		1535.00	161.59	
HANESBURG, PA. (HANESBURG INTERNATIONAL) 0.06	3356	3413	3362	208927	336.07	21.97	301.02		
HILL, MISSISSIPPI (GENERAL LYNN FIELD) 0.13	6672	6675	6134	405317	4428.48	10.28	1039.96	316.53	
HUNTSVILLE, ALABAMA (HUNTSVILLE INTERNATIONAL) 0.07	7013	7006	6975	231175	519.03	155.53	218.88	.06	
INDIAPOLIS, INDIANA (INDIAPOLIS INTERNATIONAL) 0.06	3507	3504	3457	185047	87.83	1.11	8.00		
JACKSONVILLE, FLORIDA (JACKSONVILLE INTERNATIONAL) 0.09	3541	3541	3449	206137	127.43	2.43	2.28		
JACKSONVILLE, FLORIDA (JACKSONVILLE INTERNATIONAL) 0.13	6634	6634	6135	324666	1023.27	16.81	1249.25		
JOHNSTOWN, ALABAMA (JOHNSTOWN FIELD) 0.05	3524	3527	3449	165279	1467.21	3.22	755.85	133.51	
KALAMAZOO, MICHIGAN (KALAMAZOO INTERNATIONAL) 0.17	7670	7670	6349	474333	903.00	1.91	296.95	146.41	
KANSAS CITY, MISSOURI (KANSAS CITY INTERNATIONAL) 0.10	5794	5795	6247	394523	1147.60	176.67	1149.34	4.37	
LANSING, MICHIGAN (LANSING INTERNATIONAL) 0.20	6233	6245	6135	153033	144.05	18.49	45.68		
LEXINGTON, MISSISSIPPI (LEXINGTON INTERNATIONAL) 0.06	6137	6162	6133	281773	638.86	49.52	1524.83		
LITTLE ROCK, ARKANSAS (LITTLE ROCK INTERNATIONAL) 0.07	5502	5515	6532	675938	554.49		314.12	153.98	
LITTLE ROCK, ARKANSAS (LITTLE ROCK INTERNATIONAL) 0.11	6497	6505	6473	472351	1366.51	53.93	1595.30	.12	
LOS ANGELES, TEXAS (LOS ANGELES INTERNATIONAL) 0.17	6560	6573	6343	524674	641.23	7.36	288.01		
MAINTON, ALABAMA (MAINTON FIELD) 0.04	6740	6744	6678	244751	643.35	21.31	672.15		
MEMPHIS, TENNESSEE (MEMPHIS INTERNATIONAL) 0.20	4627	4714	4611	244204	377.98	11.45	.01		
MIDLAND, TEXAS (MIDLAND INTERNATIONAL) 0.21	12616	12307	12021	621185	495.51	1.41	89.86	.49	
MISSISSIPPI, ALABAMA (MISSISSIPPI INTERNATIONAL) 0.09	5413	5438	4443	266540	257.07	31.87	233.91	1.80	
MONTGOMERY, ALABAMA (MONTGOMERY INTERNATIONAL) 0.05	4301	4324	4273	153225	341.48	56.68	68.30		
PORTLAND, OREGON (PORTLAND INTERNATIONAL) 0.07	4984	4953	4743	227065	1036.67	66.67	1241.60	1.96	
PORTLAND, OREGON (PORTLAND INTERNATIONAL) 0.10	5430	5534	5414	331378	1484.10	29.01	200.67		
PROVIDENCE, RHODE ISLAND (PROVIDENCE INTERNATIONAL) 0.10	6860	6498	6836	314620	561.61	17.33	1024.76	1.77	
RENO, NEVADA (RENO INTERNATIONAL) 0.15	13074	13105	12734	476137	502.82	43.96	1497.03	.63	
ROME, ALABAMA (ROME INTERNATIONAL) 0.07	7326	7344	7206	253499	524.97	1.78	186.73		
SAN ANTONIO, TEXAS (SAN ANTONIO INTERNATIONAL) 0.04	12191	12194	12133	642177	711.07	40.08	9.76	.10	

TABLE 4.9
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND
MAIL IN TOTAL OPERATIONS. ALL SERVICES AT SMALL AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1983

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
SAVANNAH, GEORGIA (SAVANNAH MUNI) 0.11	7664	7790	7632	349370	298.51	60.77	120.92	.23	
SHREVEPORT, LOUISIANA (GREATER SHREVEPORT MUNI) 0.11	5345	9429	9331	340457	829.45	37.86	998.34		
SIOUX FALLS, SOUTH DAKOTA (JOE FOSS FIELD) 0.07	5586	5731	9516	216994	535.36	53.45	1404.59	.32	
SPOKANE, WASHINGTON (SPOKANE INTERNATIONAL) 0.19	12525	12711	12474	603015	1734.88	74.48	1795.46	8.69	
TALLAHASSEE, FLORIDA (TALLAHASSEE MUNI) 0.07	6539	6771	6811	233731	557.73	14.69	439.42	1.22	
TOLEDO, OHIO (TOLEDO EXPRESS) 0.08	10562	10765	10527	265347	230.69	17.60	432.29	.01	
WICHITA, KANSAS (WICHITA MUNI) 0.17	16742	17274	16641	543030	1105.94	40.49	2389.48	4.06	
OVER-ALL TOTAL, SMALL HUBS 6.58	446411	491471	478722	20939730	54660.90	2591.14	46152.45	5203.68	

COMMUTERS

These data were published in the "Air Carrier Industry Scheduled Service Traffic Statistics" by the Civil Aeronautics Board (CAB).

The changing nature of airline operations under deregulation necessitated a revaluation and restructuring of air carrier groupings for statistical and financial data aggregation and analysis. The CAB sanctioned the elimination of the pre-deregulation or historical carrier groupings and adopted newly defined groupings based on size, as measured by total operating revenue as listed below.

<u>Carrier Groups</u>	<u>Carriers with Annual Operating Revenues of:</u>
Majors	\$1,000,000,000+
Nationals	\$75,000,000 - \$1,000,000,000
Large Regionals	\$10,000,000 - \$74,999,999
Medium Regionals	0 - \$9,999,999 (or that operate only small aircraft with 60 seats or less, or 18,000 pounds maximum payload or less)

In view of this need to convert to the new financial and statistical data groupings, and the increasing incompleteness of the old semi-annual commuter publication, these data were generated to include traffic and capacity detail for each air carrier in the medium regionals group and only showing group totals for the other three groups. Part 298 exemption authority air carriers (Commuters) are placed in the medium regionals category since no financial data is regularly available to classify them.

These data are obtained from the carriers' reports to the CAB on either CAB Form 41, Schedule T-1(a) or CAB Form 298-C, Schedules A-1 and T-1. Scheduled service statistics are only presented since the Part 298 exemption authority air carriers only report their scheduled service

traffic. Only system scheduled service totals are presented for each carrier since the CAB Form 298-C, Schedule A-1 does not give a domestic and international break-out.

Section 418 domestic all-cargo carriers, reporting on CAB Form 291, are not included. All cargo statistics reported by the certificated carriers and Part 298 carriers were initially included in this data. However, Regulation ER-1289, effective March 22, 1982, changed the definition of commuter air carrier by removing small uncertificated all-cargo and mail carriers from that classification. Thus beginning with the March 1982 quarter, all-cargo and mail carrier data submitted by those former commuter air carriers will no longer appear. Only carriers with scheduled passenger service will report the CAB Form 298-C.

TABLE 4.10*

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1983

AAA - Air Enterprises, Inc.	Best Airlines, Inc.
Aero International Airlines	Big Sky Airlines, Inc.
Aero Virgin Islands Corp.	Britt Airways, Inc.
Aeromech, Inc.	Burlington Aeroplane Co.
Aerosun Int'l Airlines, Inc.	Cape Smythe Air Service
Air America, Inc.	Capitol Airlines
Air Chaparral, Inc.	Caribbean Express, Inc.
Air Chico	Cascade Airways, Inc.
Air Cortez International	Catskill Airways, Inc.
Air Hawaii	Cen-Tex Airlines, Inc.
Air Kentucky Air Lines	Centennial Airlines
Air Nevada Airlines, Inc.	Chalks Int'l Airlines, Inc.
Air New Orleans	Challenge Air Transport, Inc.
Air North/Nenana	Channel Flying, Inc.
Air North, Inc.	Chaparral Airlines, Inc.
Air Oregon	Chautauqua Airlines, Inc.
Air Pennsylvania	Christman Air System
Air Resorts Airlines	Clinton Aero Corporation
Air Sedona	Colgan Airways, Inc.
Air Sunshine, Inc.	Comair, Inc.
Air U.S.	Combs Airways, Inc.
Air Vermont, Inc.	Command Airways, Inc.
Air Virginia	Commuter Airlines
Air-Lift Associates, Inc.	Copper State Airlines
Airmarc Airlines, Inc.	Coral Air, Inc.
Airpac, Inc.	Crested Butte Air Service
Airways of New Mexico, Inc.	Crown Airways, Inc.
Alaska Aeronautical Indust.	Crownair
Alaska Island Air, Inc.	Cumberland Airlines
All Seasons Air Pacific	Dash Air Corporation
Altair Airlines, Inc.	Desert Sun Airlines
Altus Airlines	Devoe Airlines
American Aviation	Direct Air, Inc.
American Central Airlines	Dolphin Airways, Inc.
American Inter-Island, Inc.	Eagle Commuter Airlines Inc.
Arcata Flying Service	East Hampton Aire, Inc.
Arkansas Traveler Airline	Eastman Airways, Inc.
Arrow Air, Inc.	Emerald Airlines
Aspen Airways, Inc.	Fischer Bros. Aviation, Inc.
Astec Air East, Inc.	Flamenco Airways, Inc.
Atlanta Express	Flight Line, Inc.
Atlantic Air	Ford-Aire, Inc.
Atlantic Southeast Airlines	Freedom Air
Atlantic-Gulf Airlines	Freedom Airlines, Inc.
Atlantis Airlines, Inc.	Frontier Flying Service
Bankair, Inc.	Golden Pacific Airlines
Bar Harbor Airways	Golden West Airlines Co.
Bas Beaver Aviation	Grand Canyon
Bemidji Airlines	Grand Canyon Helicopters

TABLE 4.10 (Continued)

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1983

Great Lakes Aviation, Ltd.
Green Hills Aviation, Ltd.
Gull Air, Inc.
Guy-America Airways, Inc.
Hammonds Commuter Air Serv.
Harbor Airlines, Inc.
Harold's Air Service
Havasu Airlines
Henson Aviation, Inc.
Hermens Air, Inc.
Heussler Air Service Corp.
Holiday Airlines, Inc.
Horizon Airlines
Imperial Airlines, Inc.
Inland Empire Airlines, Inc.
Island Airlines
Isle Royale Seaplane Serv.
Jetstream Int'l Airlines
Kodiak Airways, Inc.
L.A.B. Flying Service, Inc.
Lake Union Air Service
Lakeland Aviation
Las Vegas Airlines
Lawrence Aviation
Mall Airways, Inc.
Manuia Air Transport, Inc.
Marco Island Airways, Inc.
Mesaba Aviation
Metroflight Airlines
Michigan Airways, Inc.
Mid Pacific Airlines, Inc.
Mid-Atlantic Exp. Airlines
Mid-South Aviation, Inc.
Midstate Airlines, Inc.
Midwest Aviation (WV)
Minuteman Aviation, Inc.
Mississippi Valley Airlines
Montauk Caribbean Airways
Munz Northern Airlines, Inc.
National Commuter Airlines
National Florida Airlines
New England Airlines, Inc.
New York Helicopter Corp.
Newair Flight, Inc.
North American Airlines, Inc.
Northeastern Int'l Airways
Northern Air Cargo, Inc.
Northern Airlines, Inc.
Oceanair Line

Pacific CAL Air
Pacific Coast Airlines
Pacific East Air, Inc.
Pacific Island Airways
Panorama Air Tours
PBA Provincetown-Boston
Peninsula Airways, Inc.
Pennsylvania Airlines
Phillips Airlines
Pilgrim Aviation & Airlines
Pioneer Airways
Pocono Airlines, Inc.
Ponderosa Aviation, Inc.
Precision Valley Aviation
Princeton Aviation Corp.
Princeville Airways, Inc.
Pro Air Services
Puerto Rico Int'l Airlines
Ransome Airlines
Resort Air, Inc.
Rio Airways, Inc.
Rocky Mountain Airways, Inc.
Ross Aviation, Inc.
Royal Hawaiian Airways, Inc.
Royale Airlines, Inc.
San Juan Airlines, Inc.
Scenic Airlines, Inc.
Scheduled Skyways
Sea Airmotive, Inc.
Semo Aviation, Inc.
SFO Helicopter Airlines, Inc.
Silver State Airlines
Simmons Airlines
Sky West Aviation, Inc.
Slocum Air, Inc.
South Pacific Island Airway
Southcentral Air, Inc.
Southeast Alaska Airlines
Southeastern Commuter
Southern Jersey Airways
Spirit Helicopter
State Airlines, Inc.
Suburban Airlines
Sun Aire Lines
Sunaire (Aviation Assoc.)
Sunbelt Airlines, Inc.
Sunbird Airlines, Inc.
Sunbird, Inc.
Sundorph Aeronautical Corp.

TABLE 4.10 (Continued)

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1983

Sunwest Airlines
Tennessee Airways, Inc.
The Time Machine
Thorson Aviation
Tower Air, Inc.
Trans Air, Inc.
Trans East International
Trans Mo Airlines
Trans Southern Airways
Trans Western Airlines Utah
Trans-Central Airlines, Inc.
Trans-Colorado Airlines
Tri-State Airlines, Inc.
Tropic Airlines, Inc.
Tyee Airlines, Inc.
Vagabond Aviation, Inc.
Valdez Airlines
Valley Airlines
Vieques Air Link, Inc.
Virgin Air, Inc.
Virgin Islands Seaplane
Walker's Cay Airlines
Waring Air
Westair Commuter Airlines
Western Yukon Air
Wheeler Flying Service
Will's Air
Williams Air, Inc.
Wings Airways
Wings of Alaska
Wings West
Wright Air Lines, Inc.
Yute Air Alaska, Inc.

* Formerly Table 4.12.

Source: "Air Carrier Industry Scheduled Service Traffic Statistics",
12/31/83, Civil Aeronautics Board.

TABLE 4.11*

COMMUTER TRAFFIC DATA
12 MONTHS ENDING DECEMBER, 1983, 1982, AND 1981

Category	1983	1982(R)	1981
Revenue Passenger Miles (000)	4,387,507	2,905,243	2,160,350
Passenger Enplanements (000)	19,216	17,444	15,642
Passenger Ton Miles (000)	438,094	286,608	210,026
Cargo Ton Miles (000)	70,965	30,911	32,812
Aircraft Revenue Miles (000)	285,788	264,176	254,682
Aircraft Revenue Hours	1,610,787	1,504,406	1,558,025
Aircraft Departures	2,500,831	2,353,081	2,341,469

* Formerly Table 4.16.
(R) Revised.

Source: "Air Carrier Industry Scheduled Service Traffic Statistics",
C.A.B. (with totals within Medium Regionals).

TABLE 4.12*

COMMUTER TRAFFIC AVERAGES
1983, 1982, AND 1981

Category	1983	1982(R)	1981
Passengers Per Aircraft Mile	15.4	11.0	8.5
Available Seats Per Aircraft Mile	29.5	23.7	18.2
Revenue Tons Per Aircraft Mile	1.8	1.2	1.0
Available Tons Per Aircraft Mile	3.6	2.8	2.1

* Formerly Table 4.17.
(R) Revised.

Source: "Air Carrier Industry Scheduled Service Traffic Statistics",
C.A.B. (with totals within Medium Regionals).

AD-A148 171 FAA (FEDERAL AVIATION ADMINISTRATION) STATISTICAL
HANDBOOK OF AVIATION CALENDAR YEAR 1983(U) FEDERAL
AVIATION ADMINISTRATION WASHINGTON DC OFFICE OF
UNCLASSIFIED MANAGEMENT SYSTEMS 31 DEC 84 F/G 1/

FAA (FEDERAL AVIATION ADMINISTRATION) STATISTICAL
HANDBOOK OF AVIATION CALENDAR YEAR 1983(U) FEDERAL
AVIATION ADMINISTRATION WASHINGTON DC OFFICE OF
MANAGEMENT SYSTEMS 31 DEC 84 F/G 1/

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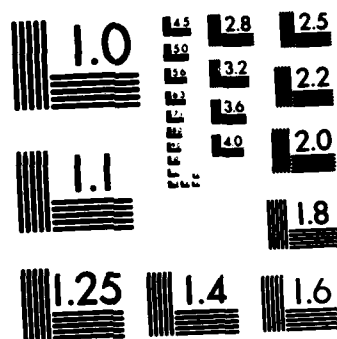
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MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

V. U.S. CIVIL AIR CARRIER FLEET

U.S. air carrier fleet data shown in this chapter were developed from monthly Aircraft/Engine Utilization Reports submitted by air carrier operators. The aircraft population shown in this chapter is not an inventory of the aircraft owned by the air carriers but represents the aircraft actually used by the air carrier fleet during December 1983.

The air carrier fleet size shown for 1979 is significantly larger than that for 1978. This increase is partly due to the deregulation of the airlines under the Airline Deregulation Act of 1978 and the associated entry of new carriers. The increase is also due to revised FAA reporting requirements. Beginning in 1979 multiengine aircraft in scheduled passenger and cargo service of the commuter air taxis must be reported as being in air carrier service. The first year these aircraft were counted as air carrier aircraft was 1979. A new class of air carrier was also created in 1979--the all cargo air service operators (Section 418). In the past these operators were classified as air taxi and aircraft used in the service were counted in the air taxi group.

TABLE 5.1

COMPOSITION OF U.S. AIR CARRIER FLEET,
BY TYPE OF AIRCRAFT
DECEMBER 1974 - 1983

Year	Total	Fixed-Wing Aircraft					Rotary-Wing Aircraft		
		Total Fixed- Wing	Turbine			Piston	Total Rotary- Wing	Turbine	Piston
			Total	Turbojet	Turboprop				
1974	2,472	2,462	2,344	2,078	266	118	10	10	---
1975	2,495	2,488	2,374	2,114	260	114	7	7	---
1976	2,492	2,487	2,384	2,139	245	103	5	4	1
1977	2,473	2,470	2,402	2,168	234	68	3	3	---
1978	2,545	2,542	2,477	2,237	240	65	3	3	---
1979	3,609	3,608	3,053	2,486	566	556	1	1	---
1980	3,808	3,806	3,218	2,531	687	588	2	2	---
1981	3,973	3,969	3,363	2,511	852	606	4	4	---
1982(R)	4,072	4,067	3,501	2,674	827	566	5	5	---
1983	4,203	4,194	3,643	2,767	876	551	9	9	---

(R) Revised.

NOTE: Includes only those aircraft used during the last quarter. 1974-1978 does not include aircraft operated by air taxi operators who hold authority to operate aircraft over 12,500 pounds, turbojet aircraft under blanket authority, or aircraft operated by air travel clubs.

Beginning in 1979, data also includes large aircraft operated by air taxis, air travel clubs, all cargo air service operators, and multi-engine aircraft in passenger operations of commuters.

TABLE 5.2

TOTAL AIRCRAFT IN OPERATION BY THE U.S. AIR CARRIER FLEET,
BY TYPE OF CARRIER AND TYPE OF AIRCRAFT
DECEMBER 1982 AND 1983

Type of Aircraft	All Air Carriers		Certificated Route Air Carriers		Supplemental Air Carriers		Commercial Operators		Air Taxi Operators		Commuter Operators		All Cargo Operators		Air Travel Clubs	
	1982(R)	1983	1982	1983	1982	1983	1982	1983	1982	1983	1982	1983	1982	1983	1982	1983
Total Aircraft	4,072	4,203	2,468	2,618	182	151	49	67	105	77	1110	1,143	155	137	3	10
Fixed wing--Total	4,067	4,194	2,468	2,618	182	151	49	67	105	77	1105	1,134	155	137	3	10
Turbine-powered--Total	3,501	3,643	2,465	2,610	163	128	35	49	70	49	647	689	118	108	3	10
Turbojet--Total	2,674	2,767	2,377	2,492	103	80	24	33	36	13	45	53	87	86	2	10
4-engine	354	309	254	222	66	43	24	33	---	---	1	3	8	8	1	---
3-engine	1,387	1,393	1,260	1,275	32	29	---	---	21	12	20	20	53	57	1	---
2-engine	933	1,065	863	995	5	8	---	---	15	1	24	30	26	21	---	10
Turboprop--Total	827	876	88	118	60	48	11	16	34	36	602	636	31	22	1	---
4-engine	116	99	17	19	51	39	5	4	---	5	32	32	10	---	1	---
2-engine	711	777	71	99	9	9	6	12	34	31	570	604	21	22	---	---
Piston-powered--Total	566	551	3	8	19	23	14	18	35	28	458	445	37	29	---	---
4-engine	58	52	---	---	17	22	2	2	4	4	18	11	17	13	---	---
3-engine	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---
2-engine	508	498	3	8	2	1	12	16	31	24	440	433	20	16	---	---
Rotary-wing--Total	5	9	---	---	---	---	---	---	---	---	5	9	---	---	---	---
Turbine-powered	5	9	---	---	---	---	---	---	---	---	5	9	---	---	---	---

(R) Revised.

TABLE 5.3

COMPOSITION OF U.S. AIR CARRIER FLEET,
BY MANUFACTURER AND MODEL
1982 AND 1983

Type of Aircraft Number of Engines and Model	1982(R)	1983	Type of Aircraft Number of Engines and Model	1982	1983
Total Aircraft	<u>4,072</u>	<u>4,203</u>	Grumman G1159	2	1
Fixed-Wing--Total	<u>4,067</u>	<u>4,194</u>	Hamberger Flugzeugbau HFB 320	---	1
Turbine-Powered--Total	<u>3,501</u>	<u>3,643</u>	Hawker Siddeley HS125	2	---
4-Engine--Total	<u>470</u>	<u>408</u>	Israel Aircraft 1124	1	---
Turbojet--Total	<u>354</u>	<u>309</u>	Learjet LR23	3	---
Boeing B707	55	24	Learjet LR24	1	---
Boeing B720	1	1	Learjet LR35	3	4
Boeing B747	144	146	Learjet LR55	1	---
British Aerospace			Rockwell International NA 265	1	---
Aircraft Group BAE-146	---	3	Sud Aviation SE210	2	1
Convair CV22	2	2	Turboprop--Total	<u>711</u>	<u>777</u>
Convair CV30	1	---	Beech BE90	4	2
Douglas DC8	151	133	Beech BE99	108	101
Turboprop--Total	<u>116</u>	<u>99</u>	Beech BE100	---	1
Canadair CL44	4	2	Beech BE200	2	4
DeHavilland DHC 7	43	46	Beech STC18	1	1
Lockheed L188	47	37	Cessna C441	2	1
Lockheed L382	19	11	Construcciones Aeronautics C212	16	28
Vickers V745	3	3	Convair CV580/640	78	84
3-Engine--Total	<u>1,387</u>	<u>1,393</u>	Convair CV600	20	16
Turbojet--Total	<u>1,387</u>	<u>1,393</u>	DeHavilland DHC6	101	112
Boeing B727	1,110	1,122	Embraer EM110	83	83
Douglas DC10	166	155	Fairchild F27	10	19
Lockheed L1011	111	116	Fairchild FH227	9	9
2-Engine--Total	<u>1,644</u>	<u>1,842</u>	Fokker F27	4	7
Turbojet--Total	<u>933</u>	<u>1,065</u>	GAF Nomad N22	2	---
Airbus A300	30	34	Grumman G73	4	4
Boeing B737	290	348	Grumman G159	19	16
Boeing B757	2	15	Handley Page HP137	12	10
Boeing B767	13	49	Hawker Siddeley HS748	5	5
British Aircraft BA111	36	36	Israel Aircraft AR1018	3	---
Canadair CL600	1	---	Mitsubishi MU2	---	2
Cessna C500/C501	2	1	Nihon YS11	27	35
Dassault MD20	23	12	Nord ND262	8	5
Douglas DC9	509	557	Nord STC262	7	4
Fokker F28	11	6	Piper PA3TT	1	6
			Rockwell AC690	---	1
			Short SC7	2	1
			Short SD3	52	66
			Swearingen SA 226	105	99
			Swearingen SA 227	26	55

TABLE 5.3 (Continued)

COMPOSITION OF U.S. AIR CARRIER FLEET,
BY MANUFACTURER AND MODEL
1982 AND 1983

Type of Aircraft Number of Engines and Model	1982(R)	1983	Type of Aircraft Number of Engines and Model	1982	1983
Piston-Powered--Total	<u>566</u>	<u>551</u>	Piper PA31	139	121
4-Engine--Total	<u>58</u>	<u>52</u>	Piper PA34	16	17
DeHavilland DHC114	17	11	Piper PA44	1	1
Douglas DC4	3	3	Piper PA600/PA601	1	---
Douglas DC6	38	38	Rotary Wing--Total	<u>5</u>	<u>9</u>
Britten Norman MK3	---	1	Turbine Powered--Total	<u>5</u>	<u>9</u>
3-Engine--Total	---	<u>1</u>	Bell HB206	1	5
Britten Norman MK3	---	1	Bell HB212	1	1
2-Engine--Total	<u>508</u>	<u>498</u>	Bell HB222	3	---
Aero Commander AC500	1	2	Westland WL30	---	3
Aero Commander AC680	1	---			
Beech BE18	14	20			
Beech BE55	2	1			
Beech BE58	5	6			
Beech BE65	2	3			
Beech BE76	1	1			
Beech BE99	---	1			
Britten Norman BN2A	33	29			
Cessna C207T	1	1			
Cessna C310	4	3			
Cessna C401	2	---			
Cessna C402	130	152			
Cessna C404	22	8			
Cessna C414	---	1			
Cessna C421	1	---			
Convair CV240	11	10			
Convair CV340/440	23	22			
Curtiss-Wright C46	5	4			
Douglas DC3	50	42			
Fairchild C82	1	2			
Grumman G21	3	3			
Grumman G44	1	1			
Grumman G73	5	5			
Grumman G111	2	4			
Martin M404	11	13			
Piper PA23	18	16			
Piper PA28	---	7			
Piper PA30	2	2			

TABLE 5.4
TOTAL FLIGHT TIME,
BY TYPE OF AIRCRAFT IN THE U.S. AIR CARRIER FLEET
1983 AND 1982

Type of Aircraft Number of Engines and Model	Hours		Type of Aircraft Number of Engines and Model	Hours	
	1983	1982(R)		1983	1982
Total Aircraft	<u>8,555,580</u>	<u>6,916,347</u>	Hamburger Flugzeugbau HFB 320	734	---
Total Fixed-Wing	<u>8,546,543</u>	<u>6,910,967</u>	Hawker Siddeley HS125	---	304
Turbine-Powered--Total	<u>8,088,663</u>	<u>6,553,434</u>	Israel Aircraft IL1121	8	---
4-Engine--Total	<u>1,023,059</u>	<u>891,964</u>	Israel Aircraft IL1124	---	208
Turbojet--Total	<u>816,624</u>	<u>728,412</u>	Learjet LR23	1,227	785
Boeing B707	64,819	83,515	Learjet LR24	537	436
Boeing B720	438	317	Learjet LR25	---	26
Boeing B747	504,573	439,003	Learjet LR35	3,148	688
British Aircraft BA146	1,623	---	Learjet LR55	---	253
Convair CV22	---	656	Rockwell International NA265	49	20
Convair CV30	---	219	SUD Aviation SE210	220	899
Douglas DC8	245,171	204,702	SUD Aviation SN601	---	---
Turboprop--Total	<u>206,435</u>	<u>163,552</u>	Turboprop--Total	<u>1,293,031</u>	<u>938,374</u>
Canadair CL44	6,066	5,303	Beech BE90	626	479
DeHavilland DHC7	103,528	73,069	Beech BE99	183,534	137,968
Lockheed L188	47,981	41,594	Beech BE100	13	---
Lockheed L382	47,877	42,250	Beech BE200	1,868	1,813
Vickers V745	983	912	Beech STC18	632	181
Vickers V814	---	424	Cessna C402	---	4
3-Engine--Total	<u>3,278,501</u>	<u>2,971,583</u>	Cessna C441	1,265	501
Turbojet--Total	<u>3,278,501</u>	<u>2,971,583</u>	Construcciones Aeronauticas C212	33,902	21,868
Boeing B727	2,529,074	2,289,310	Convair CV580	78,168	73,058
Douglas DC10	423,824	377,811	Convair CV600	25,507	20,004
Lockheed L1011	325,603	304,462	Convair CV640	18,110	11,370
2-Engine--Total	<u>3,787,103</u>	<u>2,689,887</u>	DeHavilland DHC6	169,980	139,042
Turbojet--Total	<u>2,494,072</u>	<u>1,751,513</u>	Embraer EM110	196,128	127,153
Airbus A300	84,674	56,390	Fairchild F27	24,777	12,438
Boeing B737	829,359	562,521	Fairchild F227	19,525	13,341
Boeing B757	17,090	---	Fokker F27	13,151	6,047
Boeing B767	104,222	1,811	GAF Nomad N22	69	3,628
British Aircraft BA111	79,011	54,306	Grumman GA73	4,415	2,784
Cessna C500/C501	652	423	Grumman G159	18,339	8,532
Dassault MD20	11,097	18,303	Hawker Siddeley HS748	9,320	12,091
Douglas DC9	1,348,511	1,028,836	Handley Page HP137	18,485	16,222
Fokker F28	13,224	23,996	Israel Aircraft AR101B	587	2,284
Grumman G1159	309	1,308	Mitsubishi MU-2	14	---
			Nihon YS11	43,260	25,610
			Nord ND262	13,153	6,844
			Nord STC262	9,293	7,786
			Piper PA31T	2,692	---

TABLE 5.4 (Continued)

TOTAL FLIGHT TIME,
BY TYPE OF AIRCRAFT IN THE U.S. AIR CARRIER FLEET
1983 AND 1982

Type of Aircraft Number of Engines and Model	Hours		Type of Aircraft Number of Engines and Model	Hours	
	1983	1982(R)		1983	1982
Rockwell AC690	22	---	Convair CV240	6,609	7,399
Short SC7	733	520	Convair CV340/440	15,932	10,633
Short SD3	123,385	79,909	Curtiss Wright CW46	1,821	2,340
Swearingen SA226	194,324	169,688	DeHavilland DH104	---	489
Swearingen SA227	87,754	37,209	Douglas DC3	21,836	19,649
Piston-Powered--Total	<u>457,880</u>	<u>357,533</u>	Fairchild C82	1,252	1,485
4-Engine--Total	<u>33,616</u>	<u>35,782</u>	Grunman G10	---	1,104
DeHavilland DH114	16,835	22,598	Grunman G21	1,453	920
Douglas DC4	1,187	256	Grunman G111	1,817	---
Douglas DC6	15,594	12,928	Grunman GA44	96	80
3-Engine--Total	<u>1,191</u>	---	Grunman G73	3,277	2,220
Britten Norman BN2 MK3	1,191	---	Martin M404	5,732	5,051
2-Engine--Total	<u>423,073</u>	<u>321,751</u>	Piper PA23	6,658	4,871
Aero Commander AC500	878	678	Piper PA28	42	33
Aero Commander AC680	581	759	Piper PA30	721	228
Beech BE18	10,721	5,928	Piper PA31	128,305	95,310
Beech BE55	674	936	Piper PA34	7,298	5,022
Beech BE58	1,430	1,558	Piper PA44	259	205
Beech BE65	3,385	1,632	Piper PA600AS/601	169	239
Beech BE76	306	78	Rotary Wing--Total	<u>9,037</u>	<u>5,380</u>
Beech BE95	---	95	Bell Helicopter HB206	3,331	2,917
Beech BE99	3,719	---	Bell Helicopter HB212	72	109
Britten Norman BN2	31,204	32,003	Bell Helicopter HB222	3,826	2,354
Cessna C207	218	60	Westland WL30	1,808	---
Cessna C310	1,059	2,573	<p>1983 includes 6,383,729 hours for Certificated Route Air Carriers; 268,005 hours for Supplemental Carriers; 57,352 hours for Commercial Carriers; 70,493 hours for Air Taxi; 1,633,621 hours for Commuters; 7,764 hours for Air Travel Clubs and 134,616 hours for All Cargo Carriers.</p> <p>1982 includes 5,293,967 hours for Certificated Route Air Carriers; 211,884 hours for Supplemental Carriers; 39,744 hours for Commercial Carriers; 74,056 hours for Air Taxi; 1,185,588 hours for Commuters; 1,339 hours for Air Travel Clubs and 109,769 hours for All Cargo Carriers.</p>		
Cessna C340	---	18			
Cessna C401	788	513			
Cessna C402	152,596	103,411			
Cessna C404	9,694	14,184			
Cessna C411	---	6			
Cessna C414	2,267	15			
Cessna C421	32	26			
Cessna C T210M	244	---			

TABLE 5.5

TOTAL AIRCRAFT IN CERTIFICATED ROUTE AIR CARRIER OPERATIONS,
BY CARRIER AND BY ENGINE TYPE
DECEMBER 1983
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total	Turbojet				Turboprop			Piston			
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	3-Engine	2-Engine
Total	2,618	2,492	222	1,275	995	118	19	99	8	---	---	8
Air California	21	21	---	---	21	---	---	---	---	---	---	---
Air Cargo American	1	---	---	---	---	---	---	---	1	---	---	1
Air Florida	15	15	---	1	14	---	---	---	---	---	---	---
Air Illinois	13	2	---	---	2	11	---	11	---	---	---	---
Airpac, Inc.	6	---	---	---	---	3	---	3	3	---	---	3
Air-Lift Associates	1	---	---	---	---	---	---	---	1	---	---	1
Air Midwest, Inc.	22	---	---	---	---	22	---	22	---	---	---	---
Air Nat'l Acft. Sales & Services	4	3	---	---	3	---	---	---	1	---	---	1
Air One, Inc.	7	7	---	7	---	---	---	---	---	---	---	---
Air Wisconsin	15	3	3	---	---	12	10	2	---	---	---	---
Alaska Airlines	20	20	---	17	3	---	---	---	---	---	---	---
Aloha Airlines	8	8	---	---	8	---	---	---	---	---	---	---
American Airlines	245	245	13	204	28	---	---	---	---	---	---	---
American Central, Inc.	7	---	---	---	---	7	---	7	---	---	---	---
American Int'l, Inc.	9	7	---	---	7	2	2	---	---	---	---	---
Aspen Airways	10	---	---	---	---	10	---	10	---	---	---	---
Best Airlines	2	2	---	---	2	---	---	---	---	---	---	---
Braniff Airways	36	36	---	36	---	---	---	---	---	---	---	---
Continental Airlines	82	82	---	51	31	---	---	---	---	---	---	---
Delta Airlines	227	227	13	159	55	---	---	---	---	---	---	---
Eastern Airlines	283	283	---	155	128	---	---	---	---	---	---	---
Empire Airlines	6	6	---	---	6	---	---	---	---	---	---	---
Flying Tiger Line	39	39	37	2	---	---	---	---	---	---	---	---
Frontier Airlines	55	55	---	---	55	---	---	---	---	---	---	---
Great Lakes Aviation, Ltd.	2	---	---	---	---	---	---	---	2	---	---	2

TABLE 5.5 (Continued)

TOTAL AIRCRAFT IN CERTIFICATED ROUTE AIR CARRIER OPERATIONS,
BY CARRIER AND BY ENGINE TYPE
DECEMBER 1983
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total	Turbojet				Turboprop			Piston			
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	3-Engine	2-Engine
Hawaiian Airlines	13	9	3	---	6	4	4	---	---	---	---	---
Interstate Airlines	33	33	---	33	---	---	---	---	---	---	---	---
Jet America Airlines	4	4	---	---	4	---	---	---	---	---	---	---
Jetway, Inc.	1	1	1	---	---	---	---	---	---	---	---	---
Midway Airlines	19	19	---	---	19	---	---	---	---	---	---	---
Nuse Air Corp.	9	9	---	---	9	---	---	---	---	---	---	---
Northwest Airlines	117	117	30	87	---	---	---	---	---	---	---	---
Ozark Airlines	45	45	---	---	45	---	---	---	---	---	---	---
Pacific Express	10	10	---	---	10	---	---	---	---	---	---	---
Pacific SW Airlines	37	37	---	8	29	---	---	---	---	---	---	---
Pan Am World Airways	133	133	42	75	16	---	---	---	---	---	---	---
Peoples Express	37	37	1	14	22	---	---	---	---	---	---	---
Peimont Airlines	85	85	---	22	63	---	---	---	---	---	---	---
Provincetown-Boston Air	5	---	---	---	---	5	---	5	---	---	---	---
Reeve Aleutian Airways	6	---	---	---	---	6	3	3	---	---	---	---
Republic Airlines	163	148	---	15	133	15	---	15	---	---	---	---
Southwest Airlines	46	46	---	2	44	---	---	---	---	---	---	---
Sumworld Int'l Airlines	3	3	---	---	3	---	---	---	---	---	---	---
The Hawaii Express	2	2	---	2	---	---	---	---	---	---	---	---
Tower Air, Inc.	1	1	1	---	---	---	---	---	---	---	---	---
Transamerican Airlines	3	3	3	---	---	---	---	---	---	---	---	---
Transworld Airlines	146	146	16	111	19	---	---	---	---	---	---	---
United Airlines	328	328	59	201	68	---	---	---	---	---	---	---
US-Air	126	126	---	12	114	---	---	---	---	---	---	---
Western Airlines	74	74	---	58	16	---	---	---	---	---	---	---
Wien Air Alaska	15	15	---	3	12	---	---	---	---	---	---	---
Wright Airlines	21	---	---	---	---	21	---	21	---	---	---	---

TABLE 5.6

AIRCRAFT IN OPERATION BY CERTIFICATED ROUTE AIR CARRIERS,
BY MANUFACTURER AND MODEL
DECEMBER 31, 1974 - 1983*
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1974(R)	1975(R)	1976(R)	1977(R)	1978(R)	1979	1980(R)	1981	1982	1983
Total	<u>2,237</u>	<u>2,261</u>	<u>2,261</u>	<u>2,254</u>	<u>2,346</u>	<u>2,466</u>	<u>2,425</u>	<u>2,523</u>	<u>2,468</u>	<u>2,618</u>
Turbojet 4-Engine										
Total	<u>599</u>	<u>561</u>	<u>533</u>	<u>520</u>	<u>465</u>	<u>455</u>	<u>373</u>	<u>280</u>	<u>254</u>	<u>222</u>
Boeing 707	281	264	240	244	198	170	135	45	24	---
Boeing 727	30	23	18	15	10	2	---	---	---	---
Boeing 747	108	97	104	107	115	130	141	142	139	140
British Aerospace Aircraft Groupe BAE 146	---	---	---	---	---	---	---	---	---	3
Concorde	---	---	---	---	---	9	---	---	---	---
Convair 880/990	---	---	---	---	---	---	---	---	---	---
Douglas DC8	180	177	171	154	142	144	97	93	91	79
Turbojet 3-Engine										
Total	<u>893</u>	<u>962</u>	<u>992</u>	<u>1,035</u>	<u>1,140</u>	<u>1,232</u>	<u>1,311</u>	<u>1,284</u>	<u>1,260</u>	<u>1,275</u>
Boeing 727	724	765	793	836	931	1,104	1,070	1,033	1,002	1,022
Douglas DC10	103	121	122	122	127	131	139	145	147	137
Lockheed L1011	66	76	77	77	82	87	102	106	111	116
Turbojet 2-Engine										
Total	<u>501</u>	<u>500</u>	<u>518</u>	<u>529</u>	<u>579</u>	<u>621</u>	<u>572</u>	<u>731</u>	<u>863</u>	<u>995</u>
Airbus A300	---	---	---	2	6	12	19	25	30	34
BAC111	36	30	31	31	30	28	27	27	36	35
Boeing 737	136	133	138	141	173	201	214	235	289	337
Boeing 757	---	---	---	---	---	---	---	---	2	15
Boeing 767	---	---	---	---	---	---	---	---	13	49
Douglas DC9	329	337	349	355	370	376	306	432	479	518
Fokker F28	---	---	---	---	---	---	3	9	11	6
Hamberger Flugzeugbau HFB 320	---	---	---	---	---	---	---	---	---	1
Learjet LR23	---	---	---	---	---	2	2	---	2	---
Learjet LR24	---	---	---	---	---	1	1	3	1	---
Learjet LR25	---	---	---	---	---	1	---	---	---	---
Turboprop 4-Engine										
Total	<u>17</u>	<u>16</u>	<u>21</u>	<u>6</u>	<u>9</u>	<u>9</u>	<u>13</u>	<u>15</u>	<u>17</u>	<u>19</u>
DeHavilland DHC7	---	---	---	---	---	3	10	12	14	16
Lockheed L188	17	16	21	6	9	6	3	3	3	3
Lockheed L382	---	---	---	---	---	---	---	---	---	---

TABLE 5.6 (Continued)

AIRCRAFT IN OPERATION BY CERTIFICATED ROUTE AIR CARRIERS,
BY MANUFACTURER AND MODEL
DECEMBER 31, 1974 - 1983*
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1974(R)	1975(R)	1976(R)	1977(R)	1978(R)	1979(R)	1980(R)	1981(R)	1982	1983
Turboprop 2-Engine Total	<u>184</u>	<u>177</u>	<u>159</u>	<u>150</u>	<u>146</u>	<u>143</u>	<u>150</u>	<u>208</u>	<u>71</u>	<u>99</u>
Beech BE99	---	3	3	---	---	---	5	---	---	2
Cessna C441	---	---	---	---	---	---	---	---	---	1
Convair CV580/640	89	69	69	68	60	59	55	177	26	28
Convair 600	16	19	12	8	8	4	5	5	7	7
DeHavilland DHC6	8	21	18	14	13	16	14	5	6	9
Embraer EM110	---	---	---	---	---	---	---	---	---	16
Fairchild FH227	33	29	27	22	23	21	6	---	---	1
Fairchild FH27	15	10	7	4	5	1	3	---	---	---
Hawker Siddeley HS74	---	---	---	---	---	---	2	2	1	---
Handley Page HP137	---	---	---	---	---	---	2	2	2	2
Nihon YS11	21	23	23	23	19	12	9	7	3	8
Nord ND262	---	---	---	5	9	---	10	---	---	---
Short SC7	2	3	---	---	---	---	---	---	---	---
Short SHD330	---	---	---	---	1	1	---	---	---	---
Swearingen SA226	---	---	---	6	8	29	39	10	26	25
Piston 4-Engine--Total	<u>1</u>	<u>1</u>	<u>2</u>	---	---	<u>4</u>	<u>6</u>	<u>3</u>	---	---
Douglas DC6	1	1	2	---	---	4	3	3	---	---
DeHavilland DH114	---	---	---	---	---	---	3	---	---	---
Piston 2-Engine--Total	<u>32</u>	<u>37</u>	<u>31</u>	<u>11</u>	<u>4</u>	<u>2</u>	---	<u>2</u>	<u>3</u>	<u>8</u>
Helicopter--Total	<u>10</u>	<u>7</u>	<u>5</u>	<u>3</u>	<u>3</u>	---	---	---	---	---

* Aircraft not used in air carrier operations, such as those used for crew training and general utility purposes and aircraft held for disposal are excluded.

(R) Revised.

TABLE 5.7

AIRCRAFT IN OPERATION BY SUPPLEMENTAL CARRIERS,
BY CARRIER AND ENGINE TYPE
DECEMBER 31, 1983
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total Aircraft	Turbojet				Turboprop			Piston		
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	2-Engine
Total	151	80	43	29	8	48	39	9	23	22	1
Air Berlin, USA	1	1	---	---	1	---	---	---	---	---	---
Air Marianas, Inc.	1	---	---	---	---	---	---	---	1	---	1
American Trans Air	13	13	8	5	---	---	---	---	---	---	---
Arista Int'l Airlines	2	2	2	---	---	---	---	---	---	---	---
Capitol Int'l Airways	10	10	10	---	---	---	---	---	---	---	---
Evergreen Int'l Airlines	25	23	6	11	6	2	2	---	---	---	---
Great American Airways	1	1	---	---	1	---	---	---	---	---	---
Gulf Air Transport	1	---	---	---	---	1	1	---	---	---	---
Pacific Air Express	2	---	---	---	---	---	---	---	2	2	---
Pacific East Air, Inc.	3	3	3	---	---	---	---	---	---	---	---
Sun Country Airlines, Inc.	1	1	---	1	---	---	---	---	---	---	---
T-Bird Air, Inc.	1	1	---	1	---	---	---	---	---	---	---
Trans Air Link Corp.	9	---	---	---	---	---	---	---	9	9	---
Trans America Airlines	27	13	10	3	---	14	14	---	---	---	---
World Airways	8	8	1	7	---	---	---	---	---	---	---
Zantop Int'l Airlines	45	3	3	---	---	31	22	9	11	11	---
Unknown	1	1	---	1	---	---	---	---	---	---	---

TABLE 5.8

AIRCRAFT IN OPERATION BY SUPPLEMENTAL CARRIERS,
BY MANUFACTURER AND MODEL
DECEMBER 1979 - 1983
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979(R)	1980	1981	1982	1983
Total	<u>86</u>	<u>148</u>	<u>167</u>	<u>182</u>	<u>151</u>
Turbojet--Total	<u>39</u>	<u>59</u>	<u>78</u>	<u>103</u>	<u>80</u>
4-Engine	<u>26</u>	<u>40</u>	<u>58</u>	<u>66</u>	<u>43</u>
Boeing B707	---	6	12	20	8
Boeing B720	---	---	---	1	---
Boeing B747	1	3	5	4	4
Douglas DC8	25	31	41	41	31
3-Engine	<u>9</u>	<u>12</u>	<u>15</u>	<u>32</u>	<u>29</u>
Boeing B727	---	1	3	17	18
Douglas DC10	9	11	12	15	11
2-Engine	<u>4</u>	<u>7</u>	<u>5</u>	<u>5</u>	<u>8</u>
Boeing B737	4	5	1	1	1
Dassault MD20	---	---	---	---	3
Douglas DC9	---	1	4	4	4
Learjet LR24	---	1	---	---	---
Turboprop--Total	<u>40</u>	<u>71</u>	<u>66</u>	<u>60</u>	<u>48</u>
4-Engine	<u>23</u>	<u>55</u>	<u>56</u>	<u>51</u>	<u>39</u>
Lockheed L188	11	38	39	35	28
Lockheed L382	12	17	17	16	11
2-Engine	<u>17</u>	<u>16</u>	<u>10</u>	<u>9</u>	<u>9</u>
Beech STC18	2	2	---	---	---
Convair CV640	14	14	10	9	9
Fairchild FH227	1	---	---	---	---
Piston--Total	<u>7</u>	<u>18</u>	<u>23</u>	<u>19</u>	<u>23</u>
4-Engine	<u>3</u>	<u>16</u>	<u>17</u>	<u>17</u>	<u>22</u>
Douglas DC4	---	---	---	---	2
Douglas DC6	3	16	17	17	20
2-Engine	<u>4</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>1</u>
Convair CV240	2	---	---	---	---
Convair CV440	---	---	2	---	---
Curtiss Wright CW46	2	2	2	2	---
Martin M404	---	---	---	---	1
Piper PA31	---	---	2	---	---

(R) Revised.

TABLE 5.9

AIRCRAFT IN OPERATION BY COMMERCIAL OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1983
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total Aircraft	Turbojet		Turboprop			Piston		
		Total Turbojet	4-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	2-Engine
Total	67	33	33	16	4	12	18	2	16
Air Atlantic Inc.	2	1	1	1	1	---	---	---	---
Air Transport Int'l Air Cargo	2	2	2	---	---	---	---	---	---
Bluebell Aviation	2	---	---	2	2	---	---	---	---
Central America Int'l, Inc.	2	2	2	---	---	---	---	---	---
Challenge Air Transport, Inc.	4	1	1	---	---	---	3	---	3
Era Helicopter	10	---	---	10	1	9	---	---	---
Fairways Corporation	3	---	---	3	---	3	---	---	---
Flight Trails	13	---	---	---	---	---	13	---	13
Global Int'l Airways	13	13	13	---	---	---	---	---	---
South Pacific Island	2	2	2	---	---	---	---	---	---
United Air Carriers	11	11	11	---	---	---	---	---	---
Zantop Int'l Aviation	1	1	1	---	---	---	---	---	---
Unknown	2	---	---	---	---	---	2	2	---

TABLE 5.10

AIRCRAFT IN OPERATION BY COMMERCIAL OPERATORS,
BY MANUFACTURER AND MODEL
DECEMBER 1978 - 1983
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978	1979	1980	1981	1982	1983
Total Aircraft	<u>123</u>	<u>118</u>	<u>24</u>	<u>33</u>	<u>49</u>	<u>67</u>
Turbojet--Total	<u>18</u>	<u>15</u>	<u>8</u>	<u>10</u>	<u>24</u>	<u>33</u>
4-Engine	<u>18</u>	<u>14</u>	<u>8</u>	<u>10</u>	<u>24</u>	<u>33</u>
Boeing B707	3	4	3	5	11	15
Boeing B720	4	---	1	1	---	1
Boeing B747	---	---	---	---	---	2
Convair CV22	---	---	1	2	2	2
Douglas DC8	10	9	3	2	11	13
Lockheed L1329	1	1	---	---	---	---
2-Engine	---	<u>1</u>	---	---	---	---
Douglas DC9	---	1	---	---	---	---
Turboprop--Total	<u>52</u>	<u>57</u>	<u>7</u>	<u>13</u>	<u>11</u>	<u>16</u>
4-Engine	<u>32</u>	<u>32</u>	<u>4</u>	<u>5</u>	<u>5</u>	<u>4</u>
Canadair CL44	---	1	1	2	2	2
Lockheed L188	24	23	---	---	---	1
Lockheed L382	8	8	3	3	3	---
DeHavilland DHC-7	---	---	---	---	---	1
2-Engine	<u>20</u>	<u>25</u>	<u>3</u>	<u>8</u>	<u>6</u>	<u>12</u>
Beech BE99	---	---	---	1	1	1
Convair CV580	2	2	2	5	3	3
Convair CV640	14	14	---	---	---	---
DeHavilland DHC6	---	2	---	1	1	7
Fairchild F27	2	2	---	---	---	---
Grumman G159	1	1	1	1	1	1
Handley Page HP137	---	3	---	---	---	---
Hawker Siddeley HS748	1	1	---	---	---	---
Piston--Total	<u>53</u>	<u>46</u>	<u>9</u>	<u>10</u>	<u>14</u>	<u>18</u>
4-Engine	<u>39</u>	<u>38</u>	<u>3</u>	<u>4</u>	<u>2</u>	<u>2</u>
Douglas DC4	36	1	1	2	---	---
Douglas DC6	---	36	2	2	2	2
Douglas DC7	1	---	---	---	---	---
Lockheed L1049	2	1	---	---	---	---
2-Engine	<u>14</u>	<u>8</u>	<u>6</u>	<u>6</u>	<u>12</u>	<u>16</u>
Cessna C402	---	---	---	---	1	1
Convair CV440	---	---	---	---	9	13
Curtiss-Wright C46	5	4	<u>1</u>	2	---	1
DeHavilland DHC4	2	---	---	---	---	---
Douglas DC3	2	2	5	4	2	---
Fairchild C82	2	2	---	---	---	---
Martin M404	3	---	---	---	---	---
Piper PA34	---	---	---	---	---	1

TABLE 5.11

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE: DECEMBER 1983
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Name of Carrier	Total All Aircraft	Turbojet				Turboprop				Piston				Rotary
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	3-Engine	2-Engine	Wing	
Total	1,143	53	3	20	30	636	32	604	445	11	1	433	9	
AAA Air Enterprise, Inc.	3	---	---	---	---	1	---	1	2	---	---	2	---	
Air Cortez	5	---	---	---	---	2	---	2	3	---	---	3	---	
Air Irvine, Inc.	6	---	---	---	---	3	---	3	3	---	---	3	---	
Air Kentucky	4	---	---	---	---	4	---	4	---	---	---	---	---	
Air Lift Associates	2	---	---	---	---	---	---	---	2	---	---	2	---	
Air Logistics of Alaska	3	---	---	---	---	3	---	3	---	---	---	---	---	
Air Mark Corporation	1	1	---	---	1	---	---	---	---	---	---	---	---	
Air Molokai Ltd.	6	---	---	---	---	---	---	---	6	---	---	6	---	
Air Nevada Airlines, Inc.	8	---	---	---	---	---	---	---	8	---	---	8	---	
Air New Orleans, Inc.	4	---	---	---	---	4	---	4	---	---	---	---	---	
Air North	12	---	---	---	---	---	---	---	12	---	1	11	---	
Air North, Inc.	5	---	---	---	---	5	---	5	---	---	---	---	---	
Air South, Inc.	9	---	---	---	---	---	---	---	9	---	---	9	---	
Airspur Helicopter, Inc.	3	---	---	---	---	---	---	---	---	---	---	---	3	
Air Vectors Airways, Inc.	3	---	---	---	---	---	---	---	3	---	---	3	---	
Air Virginia	14	---	---	---	---	14	---	14	---	---	---	---	---	
Airways of New Mexico	6	---	---	---	---	1	---	1	5	---	---	5	---	
Alaska Aero Ind, Inc.	3	---	---	---	---	3	---	3	---	---	---	---	---	
Allstar Airline, Inc.	2	2	---	---	2	---	---	---	---	---	---	---	---	
Alpine Aviation, Inc.	2	---	---	---	---	---	---	---	---	---	---	---	---	
Altus Flying Service	1	---	---	---	---	---	---	---	2	---	---	2	---	
American Central Airlines	10	---	---	---	---	---	---	---	1	---	---	1	---	
Arcata Flying Service	3	---	---	---	---	---	---	---	10	---	---	10	---	
Atlantic Air Goodrich	5	---	---	---	---	---	---	---	3	---	---	3	---	
		---	---	---	---	---	---	---	5	---	---	5	---	

TABLE 5.11 (Continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE: DECEMBER 1983
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston				Rotary Wing
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	3-Engine	2-Engine	
Atlantic Southeast	15	---	---	---	---	15	3	12	---	---	---	---	---
Atlantis Airlines	13	---	---	---	---	6	---	6	7	---	---	7	---
Bankair, Inc.	7	---	---	---	---	3	---	3	4	---	---	4	---
Big Sky Airlines	7	---	---	---	---	3	---	3	4	---	---	4	---
Brennan & Hargreaves	1	---	---	---	---	---	---	---	1	---	---	1	---
Britt Airways	34	---	---	---	---	34	---	34	---	---	---	---	---
Cape Smythe Air Service	6	1	---	---	1	5	---	5	---	---	---	---	---
Capital Air Service	7	---	---	---	---	2	---	2	5	---	---	5	---
Cascade Airways, Inc.	12	---	---	---	---	12	---	12	---	---	---	---	---
Catskill Airways	3	---	---	---	---	1	---	1	2	---	---	2	---
Chalks Int'l Airlines, Inc.	8	---	---	---	---	4	---	4	4	---	---	4	---
Chaparral Airlines	8	---	---	---	---	8	---	8	---	---	---	---	---
Charlie Hammond's Air Service, Inc.	7	---	---	---	---	1	---	1	6	---	---	6	---
Chautauga Airlines	5	---	---	---	---	5	---	5	---	---	---	---	---
Clinton Aero	2	---	---	---	---	2	---	2	---	---	---	---	---
Coastal Aviation	1	---	---	---	---	1	---	1	---	---	---	---	---
Colgan Airways	5	---	---	---	---	4	---	4	1	---	---	1	---
Com Air	21	---	---	---	---	20	---	20	1	---	---	1	---
Command Airways, Inc.	8	---	---	---	---	8	---	8	---	---	---	---	---
Commuter Airlines	9	---	---	---	---	9	---	9	---	---	---	---	---
Coral Air, Inc.	1	---	---	---	---	1	---	1	---	---	---	---	---
Cosmopolitan Airlines	2	---	---	---	---	---	---	---	2	---	---	2	---
Crown Airways	4	---	---	---	---	4	---	4	---	---	---	---	---
Crownair	13	---	---	---	---	3	---	3	10	---	---	10	---
CSB	1	---	---	---	---	---	---	---	1	---	---	1	---
Cumberland Airlines	8	---	---	---	---	---	---	---	8	---	---	8	---

TABLE 5.11 (Continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE: DECEMBER 1983
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston				Rotary
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	3-Engine	2-Engine	
Desler Sun Airlines	3	---	---	---	---	---	---	---	3	---	---	3	---
DHL Airlines, Inc.	10	4	---	---	4	2	---	2	1	---	---	1	3
Direct Air	2	---	---	---	---	---	---	---	2	---	---	2	---
Eagle Airlines	2	---	---	---	---	---	---	---	2	---	---	2	---
Eastman Airlines, Inc.	5	---	---	---	---	---	---	---	5	---	---	5	---
Emerald Airlines	7	5	---	---	5	2	---	2	---	---	---	---	---
Empire Airlines	5	---	---	---	---	5	---	5	---	---	---	---	---
Fischer Bros. Avn, Inc.	6	---	---	---	---	6	---	6	---	---	---	---	---
Flamerco Airways	3	---	---	---	---	---	---	---	3	---	---	3	---
Flight Line, Inc.	8	---	---	---	---	---	---	---	8	---	---	8	---
Frontier Flying Service	5	---	---	---	---	---	---	---	5	---	---	5	---
Golden Pacific Airlines	4	---	---	---	---	---	---	---	4	---	---	4	---
Grand Canyon	1	---	---	---	---	1	---	1	---	---	---	---	---
Green Hills Aviation	1	---	---	---	---	---	---	---	1	---	---	1	---
Great Lakes Aviation	1	---	---	---	---	1	---	1	---	---	---	---	---
Gulf Air Transport	5	---	---	---	---	5	---	5	---	---	---	---	---
Gull Air, Inc.	17	---	---	---	---	3	---	3	14	---	---	14	---
Harbor Airlines	1	---	---	---	---	---	---	---	1	---	---	1	---
Harold's Air Service, Inc.	2	---	---	---	---	1	---	1	1	---	---	1	---
Henson Aviation	16	---	---	---	---	16	6	10	---	---	---	---	---
Holiday Airlines, Inc.	4	---	---	---	---	2	---	2	2	---	---	2	---
Horizon Air	24	---	---	---	---	24	---	24	---	---	---	---	---
K Air Tour Acquisition Corp.	8	---	---	---	---	2	---	2	6	---	---	6	---
Key Airlines	6	4	---	4	---	2	---	2	---	---	---	---	---
Lakeland Commuter	2	---	---	---	---	2	---	2	---	---	---	---	---
Las Vegas Airlines, Inc.	4	---	---	---	---	---	---	---	4	---	---	4	---
Lincoln Airlines, Inc.	2	---	---	---	---	---	---	---	2	---	---	2	---

TABLE 5.11 (Continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE: DECEMBER 1983
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston				Rotary
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	3-Engine	2-Engine	
Mall Airways	7	---	---	---	---	4	---	4	3	---	---	3	---
Marco Island Airways	7	---	---	---	---	---	---	---	7	---	---	7	---
Mesa Aviation Service	3	---	---	---	---	2	---	2	1	---	---	1	---
Mesaba Aviation	7	---	---	---	---	7	---	7	---	---	---	---	---
Metro Airlines	24	---	---	---	---	24	---	24	---	---	---	---	---
Mid Pacific Airlines	11	---	---	---	---	11	---	11	---	---	---	---	---
Mid South Airlines, Inc.	3	---	---	---	---	3	---	3	---	---	---	---	---
Midstate Airlines	13	---	---	---	---	13	---	13	---	---	---	---	---
Mississippi Valley	15	---	---	---	---	15	---	15	---	---	---	---	---
Mountain Home Air Svc.	2	---	---	---	---	---	---	---	2	---	---	2	---
National Air	6	---	---	---	---	5	---	5	1	---	---	1	---
New Air, Inc.	8	---	---	---	---	6	---	6	2	---	---	2	---
New England Airlines	2	---	---	---	---	---	---	---	2	---	---	2	---
New York Airlines, Inc.	17	17	---	---	17	---	---	---	---	---	---	---	---
North Pacific Airlines, Inc.	2	---	---	---	---	---	---	---	2	---	---	2	---
Oceanair, Inc.	4	---	---	---	---	4	---	4	---	---	---	---	---
Orion Air	27	18	2	16	---	9	---	9	---	---	---	---	---
Pam Pano Airways	2	---	---	---	---	---	---	---	2	---	---	2	---
Pee Dee Air Express	1	---	---	---	---	1	---	1	---	---	---	---	---
Pennsylvania Commuter	11	---	---	---	---	11	---	11	---	---	---	---	---
Phillips Michigan City Flying Service, Inc.	3	---	---	---	---	---	---	---	3	---	---	3	---
Pilgrim Airlines	12	---	---	---	---	12	---	12	---	---	---	---	---
Pioneer Airways, Inc.	9	---	---	---	---	9	---	9	---	---	---	---	---
Piper Air Center Airlines	11	---	---	---	---	1	---	1	10	---	---	10	---
Pocono Airlines	7	---	---	---	---	7	---	7	---	---	---	---	---
Ponderosa Airlines	1	---	---	---	---	---	---	---	1	---	---	1	---
Precision Airlines	2	---	---	---	---	---	---	---	2	---	---	2	---
Princeville Airways	2	---	---	---	---	2	---	2	---	---	---	---	---

TABLE 5.11 (Continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE: DECEMBER 1983
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston				Rotary
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	3-Engine	2-Engine	
Pro Air Service	4	---	---	---	---	---	---	---	4	---	---	4	---
Provo Flying Service	3	---	---	---	---	1	---	1	2	---	---	2	---
Providence Airlines, Inc.	2	---	---	---	---	---	---	---	2	---	---	2	---
Provincetown-Boston Air	74	---	---	---	---	9	---	9	65	---	---	65	---
Puerto Rico Int'l Airlines	20	---	---	---	---	10	---	10	10	10	---	---	---
Ransome Airlines	14	---	---	---	---	14	9	5	---	---	---	---	---
Resort Air	2	---	---	---	---	2	---	2	---	---	---	---	---
Rio Airways	16	---	---	---	---	16	4	12	---	---	---	---	---
Rockey Mountain Airways	10	---	---	---	---	10	6	4	---	---	---	---	---
Ros Aviation, Inc.	3	---	---	---	---	3	---	3	---	---	---	---	---
Royal Airline, Inc.	17	---	---	---	---	17	---	17	---	---	---	---	---
Royal American	3	---	---	---	---	3	3	---	---	---	---	---	---
Royal Hawaiian Air Service	17	---	---	---	---	2	---	2	15	---	---	15	---
San Juan Airlines	9	---	---	---	---	---	---	---	9	---	---	9	---
Scenic Airlines	12	---	---	---	---	2	---	2	10	---	---	10	---
Scheduled Skyways, Inc.	16	---	---	---	---	14	---	14	2	---	---	2	---
Sea Air motive, Inc.	17	---	---	---	---	16	---	16	---	---	---	---	1
Semo Aviation, Inc.	2	---	---	---	---	---	---	---	2	---	---	2	---
SFO Helicopter Airlines	2	---	---	---	---	---	---	---	---	---	---	---	2
Simmons Airlines	12	---	---	---	---	12	---	12	---	---	---	---	---
Sky Star International	1	1	1	---	---	---	---	---	---	---	---	---	---
Sky West Aviation	13	---	---	---	---	8	---	8	5	---	---	5	---
SMB Stage Lines	12	---	---	---	---	10	---	10	2	---	---	2	---
Southern Express Airlines, Inc.	1	---	---	---	---	---	---	---	1	---	---	1	---
Southern Jersey Airlines	1	---	---	---	---	1	1	---	---	---	---	---	---
South Central Air, Inc.	9	---	---	---	---	2	---	2	7	---	---	7	---
South Pacific Island	4	---	---	---	---	4	---	4	---	---	---	---	---

TABLE 5.11 (Continued)

**TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE: DECEMBER 1983
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)**

Name of Carrier	Total All Aircraft	Turbojet				Turboprop				Piston				Rotary
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	3-Engine	2-Engine	Wing	
Star Flight International Airlines, Inc.	6	---	---	---	---	2	---	2	4	---	---	4	---	---
Sunbelt Airlines	9	---	---	---	---	5	---	5	4	---	---	4	---	---
Sunbird Airlines, Inc	11	---	---	---	---	8	---	8	3	---	---	3	---	---
Sundorff Aeronautical Corp.	1	---	---	---	---	---	---	---	1	---	---	1	---	---
Sun West Airlines	5	---	---	---	---	3	---	3	2	---	---	2	---	---
Susquehanna Airlines	5	---	---	---	---	1	---	1	4	---	---	4	---	---
Tennessee Airways, Inc.	6	---	---	---	---	4	---	4	2	---	---	2	---	---
Trans Colorado Airlines	4	---	---	---	---	4	---	4	---	---	---	---	---	---
Trans Central Airlines	5	---	---	---	---	5	---	5	---	---	---	---	---	---
Transmidwest Airlines, Inc.	2	---	---	---	---	---	---	---	2	---	---	2	---	---
Trans Missouri Airlines	2	---	---	---	---	---	---	---	2	---	---	2	---	---
Trans Western	7	---	---	---	---	7	---	7	---	---	---	---	---	---
Tri-State Airlines, Inc.	3	---	---	---	---	---	---	---	3	---	---	3	---	---
Unalakleet Air Taxi	12	---	---	---	---	3	---	3	9	---	---	9	---	---
Valdez Airplanes	4	---	---	---	---	3	---	3	1	---	---	1	---	---
Valley Flying Service	2	---	---	---	---	---	---	---	2	---	---	2	---	---
Vieques Air Link	6	---	---	---	---	---	---	---	6	---	---	6	---	---
Virgin Air Taxi	9	---	---	---	---	---	---	---	9	---	---	9	---	---
Virgin Island Seaplane Shuttle, Inc.	4	---	---	---	---	---	---	---	4	---	---	4	---	---
Walker's Cay Air Terminal	2	---	---	---	---	1	---	1	1	---	---	---	---	---
Westair	12	---	---	---	---	4	---	4	8	---	---	8	---	---
Wheeler Airlines, Inc.	5	---	---	---	---	5	---	5	---	---	---	---	---	---
Wills Air	5	---	---	---	---	---	---	---	5	---	---	---	---	---
Wings West Airlines	11	---	---	---	---	11	---	11	---	---	---	---	---	---
Unknown	8	---	---	---	---	3	---	3	5	---	---	5	---	---

TABLE 5.12

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY MANUFACTURER AND MODEL
DECEMBER 1979 - 1983
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980(R)	1981(R)	1982(R)	1983
Total Aircraft	<u>495</u>	<u>836</u>	<u>967</u>	<u>1,110</u>	<u>1,143</u>
Fixed Wing Total	<u>495</u>	<u>836</u>	<u>965</u>	<u>1,105</u>	<u>1,134</u>
Turbojet--Total	---	<u>9</u>	<u>14</u>	<u>45</u>	<u>53</u>
4-Engine	---	<u>4</u>	---	<u>1</u>	<u>3</u>
Boeing B707	---	---	---	---	1
Boeing B747	---	---	---	1	---
Douglas DC8	---	4	---	---	2
3-Engine	---	---	<u>7</u>	<u>20</u>	<u>20</u>
Boeing B727	---	---	7	20	20
2-Engine	---	<u>5</u>	<u>7</u>	<u>24</u>	<u>30</u>
Cessna C500/501	---	---	1	2	1
Dassault MD20	---	---	---	2	---
Douglas DC9	---	3	5	18	24
Fokker F28	---	2	---	---	---
Grumman G1159	---	---	1	1	1
Learjet L23	---	---	---	1	---
Learjet L35	---	---	---	---	4
Turboprop--Total	<u>177</u>	<u>376</u>	<u>488</u>	<u>602</u>	<u>636</u>
4-Engine	<u>5</u>	<u>8</u>	<u>18</u>	<u>32</u>	<u>32</u>
DeHavilland DH7	5	8	17	29	29
Vickers Viscount V745	---	---	1	3	3
2-Engine	<u>172</u>	<u>368</u>	<u>470</u>	<u>570</u>	<u>604</u>
Beech BE90	3	2	2	4	2
Beech BE99	50	82	101	107	95
Beech BE100	---	---	---	---	1
Beech BE200	1	1	2	2	4
Cessna C441	---	1	---	2	---
Construcciones Aeronautics C212	---	2	15	16	28
Convair CV580	2	12	22	24	26
Convair CV600/640	2	10	13	14	10
DeHavilland DHC6	56	90	88	89	94
DeHavilland DH104	1	---	---	---	---
Embraer EM110	4	34	66	81	65
Fairchild F27	---	1	9	7	17
Fairchild FH227	---	2	6	9	8

(R) Revised.

TABLE 5.12 (Continued)

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY MANUFACTURER AND MODEL
DECEMBER 1979 - 1983
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980(R)	1981(R)	1982(R)	1983
Fokker F27	---	1	---	4	7
GAF Nomad N22	---	9	2	2	---
GAF Nomad N24	1	---	---	---	---
Grumman G159	---	9	13	14	14
Gulf Stream G73	---	---	1	4	4
Hawker Siddeley HS748	---	---	---	4	5
Handley Page HP137	8	8	5	4	2
Israel Aircraft Arava 1018	---	---	2	3	---
Mitsubishi MU-2	---	---	---	---	2
Nihon YS11	---	---	5	11	14
Nord ND262	9	8	8	8	5
Nord STC262	4	4	7	7	4
Piper PA31T	---	---	1	1	6
Rockwell AC690	---	---	---	---	1
Short SD3	---	29	34	46	60
Short SC7	---	2	2	2	1
Short SD330	7	---	---	---	---
Swearingen SA26	1	---	---	---	---
Swearingen SA226	23	61	62	79	74
Swearingen SA227	---	---	4	26	55
Piston--Total	<u>318</u>	<u>451</u>	<u>463</u>	<u>458</u>	<u>445</u>
4-Engine	<u>4</u>	<u>24</u>	<u>22</u>	<u>18</u>	<u>11</u>
DeHavilland DH114	4	24	21	17	11
Douglas DC4	---	---	1	1	---
3-Engine	---	---	---	---	<u>1</u>
Britten Norman BN2A MK3	---	---	---	---	1
2-Engine	<u>313</u>	<u>427</u>	<u>441</u>	<u>440</u>	<u>433</u>
Aero Commander AC500	1	3	1	1	2
Aero Commander AC680	2	3	1	1	---
Beech BE18	18	10	13	11	17
Beech BE55	3	2	2	2	1
Beech BE58	---	3	3	5	6
Beech BE65	2	1	4	2	3
Beech BE76	---	---	---	1	---
Beech BE80	1	2	---	---	---
Beech BE95	1	1	1	---	---

(R) Revised.

TABLE 5.12 (Continued)

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,
BY MANUFACTURER AND MODEL
DECEMBER 1979 - 1983
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980	1981	1982	1983
Beech STC18	---	3	---	---	---
Britten Norman BN2	11	31	31	33	29
Cessna C207	---	---	---	1	---
Cessna C T210	---	---	---	---	1
Cessna C310	11	7	5	4	3
Cessna C337	2	---	---	---	---
Cessna C340	2	2	1	---	---
Cessna C401	---	2	---	2	---
Cessna C402	92	115	130	128	150
Cessna C404	17	20	17	22	8
Cessna C411	1	1	1	---	---
Cessna C414	2	1	3	---	1
Cessna C421	---	1	---	1	---
Convair CV240	---	3	7	6	3
Convair CV340	---	1	2	1	3
Convair CV440	---	5	4	3	1
Curtiss-Wright CW46	---	1	1	1	1
DeHavilland DH104	---	---	2	---	---
Douglas DC3	2	20	21	19	22
Dornier DO28	1	1	2	---	---
Grumman G21	1	6	1	3	---
Grumman G73	---	4	1	5	5
Grumman G111	---	---	---	2	4
Gulf Stream G44	---	---	1	1	1
Martin M404	---	11	11	11	12
Piper PA23	15	26	19	18	16
Piper PA28	---	---	---	---	7
Piper PA30	2	2	2	2	2
Piper PA31	112	126	138	136	119
Piper PA34	10	12	15	16	15
Piper PA44	1	1	1	1	1
Piper PA600/PA601P	3	---	---	1	---
Rotary wing Total	---	---	<u>2</u>	<u>5</u>	<u>9</u>
Turbine	---	---	<u>2</u>	<u>5</u>	<u>9</u>
Bell Helicopter HB206	---	---	2	1	5
Bell Helicopter HB212	---	---	---	1	1
Bell Helicopter HB222	---	---	---	3	---
Westland WL30	---	---	---	---	3

TABLE 5.13

AIRCRAFT IN OPERATION BY AIR TAXI OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1983
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston		
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	4-Engine	2-Engine	Total Piston	4-Engine	2-Engine
Total	77	13	---	12	1	36	5	31	28	4	24
Aero-Dyne Corp.	1	---	---	---	---	---	---	---	3	---	3
Aero Virgin Island	3	---	---	---	---	---	---	---	1	---	1
Air Cargo America	2	---	---	---	---	2	---	2	---	---	---
Apollo Airways, Inc.	6	---	---	---	---	6	---	6	---	---	---
Basler Flight Service	3	---	---	---	---	---	---	---	3	---	3
Caribbean Air Service	5	---	---	---	---	3	---	3	2	---	2
Century Airlines	3	---	---	---	---	---	---	---	3	---	3
DHL Cargo	6	---	---	---	---	1	1	---	5	4	1
Florida Airmotive	3	---	---	---	---	---	---	---	3	---	3
Interstate Airlines, Inc.	16	12	---	12	---	4	4	---	---	---	---
Jet Fleet Corporation	1	1	---	---	1	---	---	---	---	---	---
Key Airlines	3	---	---	---	---	---	---	---	3	---	3
Sierra Pacific Airlines	6	---	---	---	---	6	---	6	---	---	---
Sky	1	---	---	---	---	1	---	1	---	---	---
Southern Flyer	1	---	---	---	---	---	---	---	1	---	1
Suburban Airlines, Inc.	7	---	---	---	---	7	---	7	---	---	---
Trans Florida Airlines	3	---	---	---	---	---	---	---	3	---	3
Viking Int'l Airlines	5	---	---	---	---	5	---	5	---	---	---
Wise Air	2	---	---	---	---	1	---	1	1	---	1

TABLE 5.14

AIRCRAFT IN OPERATION BY AIR TAXI OPERATORS,
BY MANUFACTURER AND MODEL
DECEMBER 1978 - 1983
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978(R)	1979(R)	1980	1981	1982	1983	Aircraft Make and Model	1978(R)	1979(R)	1980	1981	1982(R)	1983
Total Aircraft	<u>334</u>	<u>344</u>	<u>135</u>	<u>117</u>	<u>105</u>	<u>77</u>	Convair CV640	---	---	---	---	2	2
Fixed-Wing--Total	<u>334</u>	<u>343</u>	<u>133</u>	<u>115</u>	<u>105</u>	<u>77</u>	DeHavilland DM6	---	4	3	2	5	2
Turbojet--Total	<u>96</u>	<u>52</u>	<u>29</u>	<u>22</u>	<u>36</u>	<u>13</u>	DeHavilland DH104	---	1	---	---	---	---
4-Engine--Total	---	<u>2</u>	---	---	---	---	Embraer EMB110	---	---	---	---	2	2
Boeing B720	---	1	---	---	---	---	Fairchild FH27	---	3	---	---	---	---
Boeing B707	---	1	---	---	---	---	GAF Nomad N22	---	---	---	1	---	---
3-Engine--Total	<u>9</u>	---	---	<u>16</u>	<u>21</u>	<u>12</u>	Gruzman G159	7	14	6	3	4	1
Boeing B727	9	---	---	16	21	12	Handley Page HP137	---	5	5	5	6	6
2-Engine--Total	<u>87</u>	<u>50</u>	<u>29</u>	<u>6</u>	<u>15</u>	<u>1</u>	Nihon YS11	---	6	5	2	---	---
British Aircraft Corp. BAC111	---	---	---	---	---	1	Nord ND262	20	11	---	---	---	---
Cessna C500	---	4	---	---	---	---	Short SD3/SD330	8	13	5	5	6	6
Canadair CL600	---	---	---	---	1	---	Swearingen SA226	---	13	---	---	---	---
Dassault MD20	45	12	10	3	5	---	Piston--Total	<u>180</u>	<u>151</u>	<u>67</u>	<u>61</u>	<u>35</u>	<u>28</u>
DeHavilland DH125	1	---	---	---	---	---	4-Engine--Total	4	<u>6</u>	<u>4</u>	<u>5</u>	<u>4</u>	<u>4</u>
Douglas DC9	1	---	---	---	---	---	Douglas DC4	2	---	1	1	---	---
Gruzman G1159	6	6	5	2	1	---	Douglas DC6	2	3	3	4	4	4
Hamburger Flugzeugbau HF8320	6	4	---	---	---	---	DeHavilland DH114	---	3	---	---	---	---
Hawker Siddeley HS125	---	---	---	---	2	---	2-Engine--Total	<u>176</u>	<u>145</u>	<u>63</u>	<u>56</u>	<u>31</u>	<u>24</u>
Israel Aircraft 1123	1	1	---	---	---	---	Beech BE18	---	---	1	5	---	1
Israel Aircraft 1124	1	1	1	---	1	---	Britten Norman BN2	---	---	---	4	---	---
Learjet LR23	1	3	---	---	---	---	Cessna C402	---	1	---	1	1	---
Learjet LR24	---	2	1	---	---	---	Convair CV240	2	1	1	2	2	3
Learjet LR25	13	5	7	1	---	---	Convair CV340/440	22	15	12	11	1	3
Learjet LR35	8	4	3	---	3	---	Curtiss-Wright CW46	5	6	6	4	2	2
Learjet LR55	---	---	---	---	1	---	DeHavilland DH4	1	1	1	---	---	---
Rockwell Int'l NA265	4	2	2	---	1	---	Douglas DC3	130	77	38	26	24	15
Sud Aviation SE210	---	6	---	---	---	---	Martin M404	16	20	3	---	---	---
Turboprop--Total	<u>58</u>	<u>140</u>	<u>37</u>	<u>32</u>	<u>34</u>	<u>36</u>	Piper PA23	---	3	---	---	---	---
4-Engine--Total	<u>7</u>	---	---	---	---	<u>5</u>	Piper PA31	---	10	---	3	1	---
DeHavilland DMC7	1	---	---	---	---	---	Piper 600AS	---	11	1	---	---	---
Lockheed L188	6	---	---	---	---	5	Rotary Wing--Total	---	<u>1</u>	<u>2</u>	<u>2</u>	---	---
2-Engine--Total	<u>51</u>	<u>140</u>	<u>37</u>	<u>32</u>	<u>34</u>	<u>31</u>	Turbine--Total	---	<u>1</u>	<u>2</u>	<u>2</u>	---	---
Beech B99	---	35	---	---	---	3	Kawasaki KV107	---	1	2	---	---	---
Beech B200	---	3	---	---	---	---	Sikorsky S76	---	---	---	2	---	---
Beech STC18	---	---	---	---	1	1							
Convair CV580	12	23	11	11	6	6							
Convair CV600	4	9	2	3	2	2							

(R) Revised.

TABLE 5.15

TOTAL AIRCRAFT IN OPERATION BY ALL CARGO AIR SERVICE OPERATORS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1983
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total All Aircraft	Turbojet			Turboprop			Piston			
		Total Turbojet	4-Engine	3-Engine	2-Engine	Total Turboprop	3-Engine	2-Engine	Total Piston	4-Engine	2-Engine
Total	<u>137</u>	<u>86</u>	<u>8</u>	<u>57</u>	<u>21</u>	<u>22</u>	---	<u>22</u>	<u>29</u>	<u>13</u>	<u>16</u>
Airborn Express	25	12	---	---	12	13	---	13	---	---	---
Bo-S-Aire Airlines	9	---	---	---	---	---	---	---	9	1	8
Federal Express	58	58	---	49	9	---	---	---	---	---	---
General Aviation, Inc.	6	---	---	---	---	---	---	---	6	---	6
Northern Air Cargo	8	---	---	---	---	---	---	---	8	6	2
Pacific Alaska Airlines	2	---	---	---	---	2	---	2	---	---	---
Rosenbalm Aviation	8	8	8	---	---	---	---	---	---	---	---
Ryan Aviation, Inc.	8	8	---	8	---	---	---	---	---	---	---
Summit Airlines	7	---	---	---	---	7	---	7	---	---	---
Trans Continental Airlines	6	---	---	---	---	---	---	---	6	6	---

TABLE 5.16

AIRCRAFT IN OPERATION BY ALL CARGO AIR SERVICE OPERATORS,
BY MANUFACTURER AND MODEL
DECEMBER 1979 - 1983
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979	1980	1981	1982	1983
Total	<u>93</u>	<u>146</u>	<u>152</u>	<u>155</u>	<u>137</u>
Turbojet--Total	<u>60</u>	<u>76</u>	<u>82</u>	<u>87</u>	<u>86</u>
4-Engine	<u>8</u>	<u>7</u>	<u>8</u>	<u>8</u>	<u>8</u>
Douglas DC8	8	7	8	8	8
3-Engine	<u>15</u>	<u>24</u>	<u>40</u>	<u>53</u>	<u>57</u>
Boeing B727	15	21	36	49	50
Douglas DC10	---	3	4	4	7
2-Engine	<u>37</u>	<u>45</u>	<u>34</u>	<u>26</u>	<u>21</u>
Boeing B737	5	5	---	---	---
Dassault MD20	32	32	24	16	9
Douglas DC9	---	---	6	8	11
Sud Aviation SE210	---	5	2	2	1
Sud Aviation SN601	---	3	2	---	---
Turboprop--Total	<u>14</u>	<u>24</u>	<u>29</u>	<u>31</u>	<u>22</u>
4-Engine	<u>9</u>	<u>9</u>	<u>10</u>	<u>10</u>	<u>---</u>
Canadair CL44	---	1	2	2	---
Lockheed L188	9	8	8	8	---
2-Engine	<u>5</u>	<u>15</u>	<u>19</u>	<u>21</u>	<u>22</u>
Convair CV580	5	5	5	5	7
Fairchild F27	---	2	1	3	2
Nihon YS11	---	8	13	13	13
Piston--Total	<u>19</u>	<u>46</u>	<u>41</u>	<u>37</u>	<u>29</u>
4-Engine	<u>3</u>	<u>20</u>	<u>17</u>	<u>17</u>	<u>13</u>
Douglas DC4	3	3	2	2	1
Douglas DC6	---	17	15	15	12
2-Engine	<u>16</u>	<u>26</u>	<u>24</u>	<u>20</u>	<u>16</u>
Beech BE18	---	2	2	3	3
Cessna C500	---	5	---	---	---
Convair C240	---	---	3	3	4
Convair CV440	7	8	9	8	2
Curtiss-Wright C46	---	3	3	---	---
Douglas DC3	9	6	5	5	5
Fairchild C82	---	2	2	1	2

TABLE 5.17

AIRCRAFT IN OPERATION BY AIR TRAVEL CLUBS,
BY CARRIER AND ENGINE TYPE
DECEMBER 1983

Name of Carrier	Total Aircraft	Turbojet			Turboprop
		4-Engine	3-Engine	2-Engine	4-Engine
Total	<u>10</u>	---	---	<u>10</u>	---
American West Airlines, Inc.	10	---	---	10	---

TABLE 5.18

AIRCRAFT IN OPERATION BY TRAVEL CLUBS,
BY MANUFACTURER AND MODEL
DECEMBER 1979 - 1983
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979(R)	1980(R)	1981	1982	1983
Total	<u>15</u>	<u>12</u>	<u>11</u>	<u>3</u>	<u>10</u>
Turbojet--Total	<u>12</u>	<u>9</u>	<u>10</u>	<u>2</u>	<u>10</u>
4-Engine	<u>12</u>	<u>9</u>	<u>9</u>	<u>1</u>	---
Boeing B707	---	2	4	---	---
Boeing B720	4	2	1	---	---
Convair CV30	6	5	4	1	---
Douglas DC8	2	---	---	---	---
3-Engine	---	---	<u>1</u>	<u>1</u>	---
Boeing B727	---	---	1	1	---
2-Engine	---	---	---	---	<u>10</u>
Boeing B737	---	---	---	---	10
Turboprop--Total	<u>3</u>	<u>3</u>	<u>1</u>	<u>1</u>	---
4-Engine	<u>3</u>	<u>3</u>	<u>1</u>	<u>1</u>	---
Lockheed L188	3	3	1	1	---

(R) Revised.

VI. U.S. CIVIL AIR CARRIER FLEET OPERATING DATA

The air carrier data contained in this chapter were obtained from the following sources published by the Bureau of Accounts and Statistics at the Civil Aeronautics Board:

Financial Data--Air Carrier Financial Statistics, published quarterly.

Traffic Data--Air Carrier Traffic Statistics, published monthly.

Beginning with the January 1981 issue of the CAB publication "Air Carrier Traffic Statistics" new carrier groupings have been established. The changing nature of airline operations under deregulation necessitated a revaluation and restructuring of air carrier groupings for statistical and financial data aggregation and analysis. The CAB sanctioned the elimination of the pre-deregulation or historical carrier groupings and adopted newly defined groupings based on size, as measured by total operating revenue as listed below.

<u>Carrier Groups</u>	<u>Carriers with Annual Operating Revenues of:</u>
Majors	\$1,000,000,000+
Nationals	\$75,000,000 - \$1,000,000,000
Large Regionals	\$10,000,000 - \$74,999,999
Medium Reguionals	0 - \$9,999,999 (or that operate only small aircraft with 60 seats or less, or 18,000 pounds maximum payload or less)

The data herein are classified in two broad operational categories: namely "domestic" and "international". Beginning January 1, 1981, "domestic" encompasses operations within and between the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the Virgin Islands. It also encompasses Canadian transborder operations and for certain carriers, Mexican transborder operations. All other operations are considered "international". For periods prior to January 1, 1981, the data are classified in this same

manner, except statistics for Puerto Rico and Virgin Islands operations are included in the international category rather than the domestic.

All changes are stated on a percentage basis, including those relating to load factors. Changes in the magnitude of 1,000 or more are shown as 999.9*. Changes relating to computed items (averages, load factors, etc.) are calculated from computations refined to more decimal places than are shown in this report.

TABLE 6.1
TRAFFIC DATA, ALL SERVICES (SCHEDULED AND NONSCHEDULED)
OF THE CERTIFICATED ROUTE AIR CARRIERS
1982 AND 1983

Traffic Category	Total All Services		Total Domestic Service		Total International	
	1982(R)	1983(P)	1982(R)	1983(P)	1982(R)	1983(P)
Revenue Passenger Miles Flown (000)	272,434,744	294,354,850	213,631,194	231,673,902	58,803,550	62,680,948
Available Seat Miles (000)	455,938,368	479,536,416	364,300,594	385,018,391	91,637,774	94,518,025
Revenue Passenger Enplanements (000)	299,586	323,804	276,891	298,946	22,695	24,858
Revenue Ton Miles Flown (000)*	35,050,938	37,901,864	25,838,708	28,212,034	9,212,230	9,689,830
Passenger	27,243,535	29,435,345	21,363,131	23,167,427	5,880,402	6,268,019
Freight	6,345,666	6,921,536	3,415,899	3,921,034	2,929,767	3,000,502
Express	57,965	66,142	55,995	59,549	1,970	6,593
U.S. Mail	1,374,572	1,448,585	1,001,034	1,061,249	373,538	387,336
Foreign Mail	29,203	30,265	2,649	2,882	26,554	27,383
Revenue Aircraft Miles Flown (000)	2,804,475	2,908,875	2,442,292	2,541,712	362,183	367,163

* Details may not add to total due to rounding.

(P) Preliminary

(R) Revised

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.2

REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN,
AND AVERAGE SPEED IN ALL DOMESTIC SERVICES
OF THE CERTIFICATED ROUTE AIR CARRIERS
1974 - 1983

Year	Revenue Aircraft Departures ¹	Revenue Aircraft Miles Flown (000)	Revenue Aircraft Hours Flown	Average Airborne Speed (Miles Per Hour)
1974	4,449,633	1,938,041	4,820,918	402
1975	4,456,146	1,947,660	4,826,355	404
1976	4,598,152	2,051,614	5,047,504	406
1977	4,798,591	2,161,952	5,296,101	408
1978	4,874,565	2,249,102	5,449,292	413
1979	5,232,381	2,471,401	6,090,313	406
1980	5,222,879	2,523,375	6,247,795	404
1981	5,099,380	2,442,294	6,080,401	402
1982(R)	4,860,482	2,442,292	5,962,431	410
1983(P)	4,894,236	2,541,712	6,149,772	413

¹ Revenue Aircraft Departures figures prior to 1977 do not include nonscheduled services.

(R) Revised.

(P) Preliminary.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.3

REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN,
AND AVERAGE SPEED IN ALL INTERNATIONAL SERVICES
OF THE CERTIFICATED ROUTE AIR CARRIERS
1974 - 1983

Year	Revenue Aircraft Departures ¹	Revenue Aircraft Miles Flown (000)	Revenue Aircraft Hours Flown	Average Airborne Speed (Miles Per Hour)
1974	276,468	412,830	856,782	482
1975	248,564	377,033	781,003	483
1976	236,067	368,070	762,131	484
1977	323,205	363,088	745,575	487
1978	301,802	359,260	735,334	489
1979	253,821	387,737	788,598	492
1980	256,415	400,791	819,518	489
1981	229,661	356,270	729,827	488
1982(R)	233,726	362,183	739,820	490
1983(P)	245,627	367,163	750,090	489

¹ Revenue Aircraft Departures figures prior to 1977 do not include nonscheduled services.

(R) Revised.

(P) Preliminary.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.4

TOTAL TON-MILES AVAILABLE IN ALL SERVICES OF THE
UNITED STATES AIR CARRIERS: 1974 - 1983
(Thousands of Ton-Miles)

Year	Certificated Route Air Carriers				
	Total Available Ton-Miles ¹	Total ¹	Domestic Services	Inter-national Services	Supplemental Air Carriers
1974	51,153,441	48,941,526	35,565,908	13,375,618	2,211,915
1975	51,215,945	49,288,695	36,511,214	12,777,481	1,927,250
1976	53,521,569	51,708,842	38,819,097	12,889,745	1,812,727
1977	56,775,493	54,789,077	41,412,289	13,376,788	1,986,416
1978	58,907,436	56,869,894	43,557,208	13,312,686	2,037,542
1979	64,359,580	62,545,477	47,339,854	15,205,593	1,814,103
1980	66,136,708	66,162,896	49,396,481	16,763,237	1,746,505
1981	(NA)	64,244,767	48,669,968	15,574,092	(NA)
1982(R)	(NA)	65,769,930	49,757,601	16,012,329	(NA)
1983(P)	(NA)	68,561,441	52,578,738	15,982,703	(NA)

¹ Categories may not add to total due to rounding.
 (NA) Data no longer available.
 (P) Preliminary.
 (R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.5

REVENUE TON-MILES FLOWN IN ALL SERVICES BY
 CERTIFICATED ROUTE AIR CARRIERS
 OF THE UNITED STATES: 1974 - 1983
 (Thousands of Tons)

Year	Certificated Route Air Carriers		
	Total ¹	Domestic Operations	International Operations
1974	23,900,208	16,999,202	6,901,006
1975	25,533,743	17,069,474	6,464,269
1976	25,709,152	18,801,891	6,907,261
1977	27,582,374	20,268,464	7,313,910
1978	31,095,184	23,151,995	7,943,189
1979	34,550,392	25,676,130	8,874,792
1980	34,655,519	24,964,909	9,689,068
1981	33,923,495	24,801,224	9,122,094
1982(R)	35,050,938	25,838,708	9,212,230
1983(P)	37,901,864	28,212,034	9,689,830

¹ Categories may not add to total due to rounding.
 (P) Preliminary.
 (R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.6
PASSENGER OPERATIONS IN SCHEDULED DOMESTIC SERVICE
OF CERTIFICATED ROUTE AIR CARRIERS
1974 - 1983

Year	Revenue Passenger Enplanements (000)	Revenue Passenger Miles (000)	Available Seat-Miles (000)	Revenue Passenger Load Factor ¹	Average On-Line Passenger Trip Length (Miles)	Average Passenger Revenue Per Passenger Miles (Cents)
1974	189,733	129,732,395	233,880,101	55.5	684	7.52
1975	188,746	131,728,492	241,282,125	54.6	698	7.69
1976	206,279	143,271,283	261,247,796	54.8	704	8.16
1977	222,283	156,609,249	280,618,915	55.8	704	8.61
1978	253,957	182,669,238	299,541,841	61.0	719	8.49
1979	292,700	208,890,884	332,796,130	62.8	714	8.93
1980(R)	272,829	200,829,303	346,028,272	58.0	736	11.49
1981(R)	265,304	198,714,755	346,171,952	57.4	749	12.74
1982(R)	274,342	210,149,315	359,527,716	58.5	766	12.21
1983(P)	296,024	226,468,686	378,069,141	59.9	765	12.07

¹ Percent revenue passenger-miles of available seat-miles.

(P) Preliminary.

(R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.7

PASSENGER OPERATIONS IN SCHEDULED INTERNATIONAL SERVICE
OF THE CERTIFICATED ROUTE AIR CARRIERS
1974 - 1983

Year	Revenue Passenger Enplanements (000)	Revenue Passenger Miles (000)	Available Seat-Miles (000)	Revenue Passenger Load Factor (Percent) ¹	Average On-Line Passenger Trip Length (Miles)	Average Passenger Revenue Per Passenger Miles (Cents)
1974	17,725	33,186,199	63,125,961	52.6	1,872	6.39
1975	16,316	31,081,668	61,724,118	50.4	1,905	7.17
1976	17,039	33,716,743	61,573,853	54.8	1,979	7.15
1977	18,043	36,609,570	64,946,986	56.4	2,029	7.61
1978	20,759	44,111,944	69,208,878	63.7	2,125	7.49
1979	24,163	53,132,491	83,330,299	63.8	2,199	7.66
1980(R)	24,074	54,362,811	86,506,831	62.8	2,258	8.78
1981(R)	20,672	50,173,046	78,725,278	63.7	2,427	9.46
1982(R)	19,760	49,494,555	80,591,490	61.4	2,505	9.57
1983(P)	21,881	54,836,588	85,306,615	64.3	2,506	9.78

¹ Percent revenue passenger-miles of available seat-miles.

(P) Preliminary.

(R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.8

REVENUE AIRCRAFT-MILES FLOWN IN ALL SERVICES
OF CERTIFICATED ROUTE CARRIERS: 1974 - 1983
(Thousands of Tons)

Year	Total ¹	Domestic Operations	International Operations
1974	2,258,188	1,900,584	357,604
1975	2,240,506	1,909,486	331,020
1976	2,319,967	2,001,357	318,610
1977	2,418,645	2,103,798	314,847
1978	2,608,362	2,249,102	359,260
1979	2,859,138	2,471,401	387,737
1980	2,924,234	2,523,375	400,791
1981	2,703,219	2,442,294	356,270
1982(R)	2,804,475	2,442,292	362,183
1983(P)	2,908,875	2,541,712	367,163

¹ Details may not add to total due to rounding.
(P) Preliminary.
(R) Revised.

NOTE: See introductory page at the beginning of this chapter regarding significant changes in the data now being reported by the Civil Aeronautics Board.

TABLE 6.9*
OPERATING REVENUE OF DOMESTIC OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1974 - 1983
(Thousands of Dollars)

Year	Total Operating Revenues ¹		Passenger		U.S. Mail (Including Subsidy)		Express and Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1974	11,545,790	100.0	9,757,503	84.5	263,614	2.3	759,036	6.6	16,581	0.1	749,056	6.5
1975	12,020,059	100.0	10,123,503	84.2	252,750	2.1	781,638	6.5	18,869	0.2	843,298	7.0
1976	13,898,501	100.0	11,855,266	85.3	294,175	2.1	932,958	6.7	11,014	0.2	794,610	5.7
1977	15,822,428	100.0	13,489,111	85.3	355,117	2.2	1,085,888	6.9	20,913	0.1	871,129	5.5
1978	18,189,473	100.0	15,508,727	85.3	335,525	1.8	1,326,842	7.3	22,900	0.1	995,474	5.5
1979	21,652,405	100.0	18,719,830	86.5	415,737	1.9	1,455,828	6.7	27,681	0.1	1,033,313	4.8
1980	26,403,576	100.0	23,081,487	87.4	529,572	2.0	1,552,836	5.9	32,168	0.1	1,207,184	4.6
1981	28,787,566	100.0	25,504,233	88.6	590,746	2.1	1,659,182	5.8	36,101	0.1	997,305	3.4
1982(R)	28,727,699	100.0	25,439,640	88.6	571,822	2.0	1,505,035	5.2	42,045	0.1	1,169,148	4.1
1983(P)	31,008,201	100.0	27,517,812	88.7	537,763	1.7	1,605,315	5.2	52,027	0.2	1,295,285	4.2

* Formerly Table 6.14.
¹ Details may not add to total due to rounding.
(P) Preliminary.
(R) Revised.

TABLE 6.10*

OPERATING EXPENSES OF DOMESTIC OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1974 - 1983
(Thousands of Dollars)

	Aircraft Operating Expenses										Net Operating Income or Loss Amount
	Total Operating Expenses ¹		Flight Operations		Maintenance Flight Equipment		Depreciation and Amortization Flight Equipment and Other		Ground and Indirect Expense		
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	
1974	10,760,565	100.0	3,345,010	31.01	1,513,858	14.1	871,478	8.1	5,030,221	46.7	785,226
1975	11,902,956	100.0	3,919,059	32.9	1,610,751	13.5	891,217	7.5	5,481,929	46.1	117,103
1976	13,323,961	100.0	4,448,117	33.4	1,815,748	13.6	927,031	7.0	6,133,066	46.0	574,541
1977	15,165,899	100.0	5,287,884	34.9	2,001,329	13.2	966,846	6.5	6,909,839	45.5	656,529
1978	17,171,530	100.0	5,669,021	33.0	2,154,909	12.5	1,230,885	7.2	8,116,715	47.3	1,017,943
1979	21,522,972	100.0	7,998,440	37.2	2,457,497	11.4	1,372,944	6.4	9,693,961	45.0	129,433
1980	26,409,238	100.0	11,029,423	41.8	2,757,663	10.4	1,560,312	5.9	11,061,841	41.9	-5,662
1981	29,051,130	100.0	12,036,704	41.4	2,821,933	9.7	1,723,406	5.9	12,469,087	42.9	-263,564
1982(R)	29,478,115	100.0	11,529,364	39.1	2,709,440	9.2	1,876,106	6.4	13,363,206	45.3	-750,416
1983(P)	31,184,446	100.0	11,376,294	36.5	2,877,173	9.2	2,105,388	6.8	14,825,590	47.5	-176,245

* Formerly Table 6.15.
¹ Details may not add to total due to rounding.
(P) Preliminary.
(R) Revised.

TABLE 6.11*
OPERATING REVENUE OF INTERNATIONAL OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1974 - 1983
(Thousands of Dollars)

Year	Total Operating Revenues ¹		Passenger		U.S. Mail (Including Subsidy)		Express and Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1974	3,157,431	100.0	2,121,651	67.2	109,396	3.4	488,698	15.5	20,965	0.7	416,722	13.2
1975	3,336,267	100.0	2,230,081	66.9	114,449	3.4	528,168	15.8	25,476	0.8	438,092	13.1
1976	3,604,687	100.0	2,410,987	66.9	103,981	2.9	564,257	15.7	27,259	0.7	498,204	13.8
1977	4,103,943	100.0	2,785,706	67.9	103,430	2.5	632,657	15.4	20,797	0.5	561,355	13.7
1978	4,702,663	100.0	3,305,236	70.3	107,903	2.3	660,040	14.0	20,020	0.4	610,168	13.0
1979	5,574,590	100.0	4,071,862	73.0	119,948	2.2	755,492	13.6	22,743	0.4	604,546	10.8
1980	6,543,033	100.0	4,777,026	73.0	163,204	2.5	875,682	13.4	24,749	0.4	702,372	10.7
1981	6,390,140	100.0	4,916,469	77.0	165,467	2.6	984,474	15.4	24,654	0.4	299,075	4.7
1982(P)	6,434,904	100.0	4,959,347	77.1	176,930	2.8	989,620	15.4	25,358	0.4	283,448	4.4
1983(P)	7,172,260	100.0	5,608,952	78.2	151,926	2.1	995,994	13.9	22,952	0.3	392,437	5.5

* Formerly Table 6.16.
¹ Details may not add to total due to rounding.
(P) Preliminary.
(R) Revised.

TABLE 6.12*

OPERATING EXPENSES OF INTERNATIONAL OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1974 - 1983
(Thousands of Dollars)

Year	Aircraft Operating Expenses										Net Operating Income or Loss
	Total Operating Expenses ¹		Flight Operations		Maintenance Flight Equipment		Depreciation and Amortization Flight Equipment and Other		Ground and Indirect Expense		
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount
1974	3,217,769	100.0	1,135,887	35.3	381,349	11.9	229,977	7.1	1,470,557	45.7	-60,338
1975	3,325,667	100.0	1,175,245	35.3	392,334	11.8	225,436	6.8	1,532,652	46.1	10,599
1976	3,457,412	100.0	1,215,273	35.2	398,914	11.5	205,169	5.9	1,638,057	47.4	147,275
1977	3,852,413	100.0	1,303,202	33.8	449,868	11.7	253,164	6.6	1,846,180	47.9	251,530
1978	4,355,044	100.0	1,351,126	31.0	498,483	11.5	323,352	7.4	2,182,082	50.1	347,620
1979	5,505,332	100.0	1,960,372	35.6	571,215	10.4	351,700	6.4	2,662,043	47.6	69,258
1980	6,765,623	100.0	2,775,331	41.0	615,982	9.1	385,396	5.7	2,988,914	44.2	-222,590
1981	6,574,441	100.0	2,756,877	42.0	539,605	8.2	382,367	5.9	2,895,591	44.0	-184,300
1982(R)	6,451,807	100.0	2,596,134	40.2	511,795	7.9	396,159	6.1	2,947,719	45.7	-17,103
1983(P)	6,697,385	100.0	2,486,276	37.1	548,925	8.2	390,816	5.8	3,271,368	48.9	474,874

* Formerly Table 6.17.

¹ Details may not add to total due to rounding.

(P) Preliminary.

(R) Revised.

VII. AIRMEN

Statistics pertaining to airmen, both pilot and nonpilot, were obtained from the official airmen certification records maintained by the Airmen Certification and Medical Certification Branches of the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma. Active pilots are those pilots who hold a pilot certificate and a valid medical certificate--one that was issued within the last 25 months.

TABLE 7.1

ESTIMATED ACTIVE PILOT CERTIFICATES HELD: DECEMBER 31, 1974 - 1983

Category	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
Pilot--Total	733,728	728,187	744,246	783,932R	798,833	814,667	827,071	764,182	733,255	718,004
Student	180,795	176,978	188,801	203,510(R)	204,874	210,180	199,833	179,912	156,361	147,197
Private	305,848	305,863	309,005	327,424	337,644	343,276	357,479	328,562	322,094	318,643
Commercial	192,425	189,342	187,801	188,763	185,833	182,097	183,442	168,580	165,093	159,495
Airline Transport	41,002	42,592	45,072	50,149	55,881	63,652	69,569	70,311	73,471	75,938
Helicopter (only)	5,647	4,932	4,804	4,819	4,874	5,218	6,030	6,453	7,034	7,237
Glider (only) ^{1*}	4,824	5,348	5,789	6,208	6,541	6,796	7,039	7,388	7,842	8,157
Lighter-than-air ^{1*}	3,187	3,132	2,974	3,059	3,186	3,448	3,679	2,976	1,360	1,337
Nonpilot--Total	314,394	323,934	334,681	348,584	362,350	377,213	393,486	398,368	420,595	432,890
Mechanic ¹	198,863	205,436	212,303	220,768	228,743	237,611	250,157	262,705	277,436	288,355
Parachute Rigger ¹	7,900	8,327	8,718	8,994	9,200	9,381	9,547	9,716	9,893	10,074
Ground Instructor ¹	49,249	51,365	53,464	55,717	57,738	59,680	61,550	63,246	65,004	66,385
Dispatcher ¹	5,576	5,741	5,838	5,972	6,161	6,446	6,799	7,094	7,580	8,223
Control Tower Operator	23,342	23,956	24,584	25,107	25,388 ³	25,232	25,130	15,528 ^a	20,934	19,691
Flight Navigator	2,509	2,321	2,214	2,155	2,092	1,994	1,936	1,785	1,695	1,636
Flight Engineer	26,955	26,788	27,560	29,871	33,028	36,869	38,367	38,294	38,053	38,546
Flight Instructor	42,418	44,777	46,236	49,362	52,201	54,398	60,440	57,523	62,492	62,201
Certificates ^{2*}	199,323	203,954	211,364	226,334	236,312	247,096	260,461	252,535	255,073	254,271
Instrument Ratings ^{2**}										

* Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination.

** "Flight Instructor Certificates" and Instrument Ratings" totals ARE NOT included in the "Nonpilot--Total".

¹ No medical examination required. Number represents all certificates on record.

² Special ratings shown on pilot certificates, i.e., do not indicate additional certificates.

^a Does not include approximately 15,000 air traffic controllers. Their medical certificates are no longer processed by the Civil Aeromedical Institute (CAMI). They are being processed by a separate system, and will be included in future counts.
(R) Revised.

Estimated: 1980 is based on a 27-month criteria only. Other years are based on a 25-month criteria.

TABLE 7.2

ESTIMATED ACTIVE WOMEN PILOT CERTIFICATES HELD: DECEMBER 1974 - 1983

Category of Certificates Held	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
Pilot--Total	36,943	37,934	41,643	47,294	49,874	51,733	52,902	47,721	45,305	43,648
Student	19,298	19,600	22,254	25,705	26,354	26,714	26,006	22,591	19,958	18,696
Private	14,465	14,952	15,838	17,702	19,267	20,275	21,554	19,602	19,388	18,801
Commercial	2,596	2,733	2,857	3,090	3,306	3,618	3,993	4,101	4,257	4,281
Airline Transport	116	137	160	193	270	361	480	584	749	884
Helicopter (only)	5	11	17	18	17	27	55	87	113	144
Glider (only) ^{1*}	271	301	352	391	433	461	496	540	574	599
Lighter-than-air ^{1*}	192	200	165	195	227	277	318	216	266	243
Nonpilot--Total	3,471	3,809	4,252	4,716	5,135	5,600	6,111	6,348	7,115	7,670
Mechanic ¹	315	360	422	505	600	695	890	1,051	1,298	1,493
Parachute Rigger ¹	495	504	516	535	544	553	562	580	593	605
Ground Instructor ¹	2,139	2,249	2,369	2,525	2,682	2,852	3,015	3,213	3,391	3,554
Dispatcher ¹	42	50	55	65	76	105	141	167	199	249
Control Tower Operator	473	638	874	1,044	1,151	1,250	1,332	1,147	1,418	1,519
Flight Engineer	7	8	16	42	82	145	171	189	215	248
Flight Navigator	0	0	0	0	0	0	0	1	1	2
Flight Instructor**	834	945	1,054	1,238	1,458	1,699	2,079	2,165	2,532	2,685

* Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination.

** "Flight Instructor" totals ARE NOT included in "Nonpilot--Total".

¹ No medical examination required. Number represents all certificates on record.

NOTE: Instrument ratings not reported.

Estimated: 1980 is based on a 27-month criteria only. Other years are based on a 25-month criteria.

TABLE 7.3

PILOT CERTIFICATES ISSUED, BY CATEGORY: CALENDAR YEARS 1979 - 1983

Category of Certificates	1979		1980		1981		1982		1983	
	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings
Pilot--total (R)	207,360	41,331	120,742	38,791	177,861	33,532	163,733	36,669	150,368	30,898
Student ¹ (R)	128,749	0	107,808	0	111,531	0	90,816	0	92,188	0
Private	54,466	16,466	50,458	16,035	45,713	14,897	52,144	16,276	41,210	12,721
Commercial	12,627	17,793	12,452	16,015	10,657	12,146	11,048	11,910	8,789	9,513
Airline Transport	8,981	6,603	7,116	6,289	4,763	5,991	5,037	7,956	5,643	8,187
Helicopter (only)	1,300	283	1,721	272	1,985	302	2,256	330	1,932	315
Glider (only)	642	157	583	151	629	164	793	184	606	162
Lighter-than-air	595	29	604	29	2,583	32	1,639 ^a	43 ^a	---	---
Non-pilot--total	17,895	7,129	17,280	7,275	18,498	7,263	21,016	8,655	17,932	7,378
Mechanic	9,697	3,812	11,640	4,254	13,673	4,790	15,622	5,636	11,676	4,470
Parachute rigger	201	45	185	50	232	17	215	31	214	13
Ground instructor	2,081	513	1,981	570	1,861	384	1,882	383	1,524	371
Dispatcher	292	0	351	0	302	1	499	1	632	1
Control tower operator	1,109	2,483	1,179	2,286	1,186	1,897	1,550	2,388	2,230	1,958
Flight navigator	2	0	9	0	8	0	3	0	15	2
Flight engineer	4,513	276	1,935	115	1,236	174	1,245	216	1,641	563
Flight instructor ² certificates ³	6,716	6,072	7,188	6,953	6,461	8,767	6,228	10,397	4,614	7,698
Instrument ratings ³	0	16,651	0	16,123	0	14,219	0	14,517	0	11,078

¹ Special ratings shown on pilot certificates represented above; not to be added to total.

² Data represents the number issued each year.

³ Not included in total.

a Six month total.

(R) Revised.

NOTE: Additional ratings are entered on current airman certificates as follows:

Private, commercial, and airline transport pilot--aircraft category, class, and type instrument rating.

Helicopter pilot--instrument and type ratings.

Flight instructor--ratings for each aircraft category in which the holder is qualified, and for instrument flying instruction.

Mechanic--airframe and powerplant ratings.

Parachute rigger--senior or master rigger ratings.

Ground instructor--ratings for each subject in which the holder is qualified to give instruction.

Air traffic control tower operator--junior/senior ratings for airport where holder may control air traffic.

TABLE 7.4

INSTRUMENT RATINGS ISSUED: 1983, 1982, AND 1979

Class of Certificates	1983	1982	1979	Percent Change 1983-1982
Total--All Groups	<u>11,078</u>	<u>14,517</u>	<u>16,651</u>	<u>-24</u>
Private Pilots--Total	<u>7,034</u>	<u>9,646</u>	<u>10,311</u>	<u>-27</u>
Private Airplane (only)				
Private Airplane, Private Glider	6,549	8,902	9,584	-26
Private Airplane, Commercial Glider	92	100	128	-8
Private Airplane, Private Helicopter	5	6	6	-17
Private Airplane, Commercial Helicopter	20	18	20	11
Private Airplane, Private Glider, Private Helicopter	149	217	220	-31
Private Airplane, Other	1	1	0	---
Commercial Pilots--Total	218	402	353	-46
Commercial Pilots--Total	<u>2,956</u>	<u>3,493</u>	<u>5,602</u>	<u>-15</u>
Commercial Airplane (only)				
Commercial Airplane, Private Glider	2,376	2,751	4,646	-14
Commercial Airplane, Commercial Glider	23	29	70	-21
Commercial Airplane, Private Helicopter	36	44	98	-19
Commercial Airplane, Commercial Helicopter	5	1	2	400
Commercial Airplane, Private Glider, Commercial Helicopter	495	646	753	-23
Commercial Airplane, Other	4	10	4	-60
Commercial Airplane, Private Glider, Commercial Helicopter	14	11	23	-27
Commercial Airplane, Other	3	1	6	200
Rotorcraft Pilots--Total	<u>1,088</u>	<u>1,378</u>	<u>738</u>	<u>-21</u>
Commercial Helicopter				
Commercial Helicopter, Airline Transport Helicopter	1,085	1,365	710	-21
Commercial Helicopter, Private Glider	0	13	21	---
Commercial Helicopter, Commercial Glider	0	0	4	---
Commercial Helicopter, Other	1	0	3	100
Commercial Helicopter, Other	2	0	0	200

TABLE 7.5

ESTIMATED INSTRUMENT RATINGS HELD, BY CLASS OF CERTIFICATES
DECEMBER 31, 1983 AND 1982

Class of Certificates	1983	1982	Percent Change 1983-1982
Total--All Groups	<u>254,271</u>	<u>255,073</u>	<u>0</u>
Private Pilots - Total	<u>41,951</u>	<u>40,803</u>	<u>3</u>
Private Airplane (only)	38,836	37,865	3
Private Airplane, Private Glider	921	880	5
Private Airplane, Commercial Glider	86	84	2
Private Airplane, Private Helicopter	267	247	8
Private Airplane, Private Glider, Private Helicopter	19	15	27
Private Airplane, Commercial Helicopter	1,797	1,688	6
Private Airplane, Private Gyroplane	4	4	0
Private Airplane, Private Glider, Commercial Helicopter	10	9	11
Private Airplane, Commercial Glider, Commercial Helicopter	10	10	0
Private Airplane, Other	1	1	0
Commercial Pilots - Total	<u>131,445</u>	<u>135,984</u>	<u>-3</u>
Commercial Airplane (only)	111,188	115,441	-4
Commercial Airplane, Private Glider	1,823	1,806	1
Commercial Airplane, Commercial Glider	3,360	3,304	2
Commercial Airplane, Private Helicopter	188	171	10
Commercial Airplane, Commercial Helicopter	14,139	14,533	-3
Commercial Airplane, Private Glider, Commercial Helicopter	138	133	4
Commercial Airplane, Commercial Glider, Commercial Helicopter	558	537	4
Commercial Airplane, Commercial Gyroplane	14	16	-13
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	16	18	-11
Commercial Airplane, Commercial Gyroplane Commercial Glider	2	2	0
Commercial Airplane, Commercial Glider, Private Helicopter	12	11	9
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	7	12	-42
Airline Transport Pilots - Total	<u>75,938</u>	<u>73,471</u>	<u>3</u>
Airline Transport Airplane	74,752	72,393	3
Airline Transport Airplane, Airline Transport Helicopter	1,186	1,078	10
Rotorcraft Pilots - Total	<u>4,937</u>	<u>4,815</u>	<u>3</u>
Commercial Helicopter	4,864	4,756	2
Airline Transport Helicopter	60	45	33
Rotorcraft Other	13	14	-7

TABLE 7.6

ESTIMATED ACTIVE HELICOPTER PILOTS, BY CLASS OF CERTIFICATES
DECEMBER 31, 1983

Class of Certificates	Number of Certificates Held
Total	30,090
Private Helicopter	615
Private Gyroplane, Private Airplane	31
Private Helicopter, Private Airplane	1,112
Private Helicopter, Private Airplane, Private Glider	47
Private Airplane, Commercial Gyroplane, Commercial Helicopter	1
Private Airplane, Private Glider, Commercial Helicopter	19
Private Gyroplane	8
Private Airplane, Commercial Glider, Commercial Helicopter	14
Commercial Helicopter	6,286
Commercial Helicopter, Private Airplane	3,218
Commercial Airplane, Commercial Helicopter	16,142
Commercial Airplane, Private Helicopter	241
Commercial Airplane, Private Glider, Commercial Helicopter	150
Commercial Airplane, Commercial Glider, Commercial Helicopter	625
Commercial Helicopter, Private Glider	3
Commercial Helicopter, Commercial Glider	7
Commercial Gyroplane, Commercial Airplane	23
Commercial Airplane, Commercial Gyroplane, Commercial Glider	3
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter	20
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	8
Commercial Helicopter, Commercial Gyroplane	2
Commercial Airplane, Commercial Glider, Private Helicopter	13
Airline Transport Helicopter	316
Airline Transport Airplane, Airline Transport Helicopter	1,186

Estimated: Data is based on a 25-month criteria.

TABLE 7.7
ESTIMATED ACTIVE GLIDER PILOTS, BY CLASS OF CERTIFICATES
DECEMBER 31, 1983

Class of Certificates	Number of Certificates Held
Total	20,395
Private Glider	6,794
Private Airplane, Private Glider	4,269
Private Airplane, Commercial Glider	716
Private Airplane, Private Glider, Private Helicopter	47
Private Airplane, Private Glider, Commercial Helicopter	19
Private Airplane, Commercial Glider, Commercial Helicopter	14
Private Glider, Commercial Airplane	2,158
Private Glider, Commercial Airplane, Commercial Helicopter	150
Private Glider, Commercial Helicopter	3
Commercial Glider	1,363
Commercial Airplane, Commercial Glider	4,206
Commercial Airplane, Commercial Glider, Private Helicopter	13
Commercial Airplane, Commercial Glider, Commercial Helicopter	625
Commercial Helicopter, Commercial Glider	7
Commercial Airplane, Commercial Gyroplane, Commercial Glider, Commercial Helicopter	8
Commercial Airplane, Commercial Gyroplane, Commercial Glider	3

Estimated: Data is based on a 25-month criteria.

TABLE 7.8
ESTIMATED ACTIVE HELICOPTER AND GLIDER PILOTS
DECEMBER 31, 1979 - 1983

Calendar Year	Total Helicopter Pilots ¹		Total Glider Pilots ²	
	Number	Percent Change	Number	Percent Change
1983	30,090	+1	20,395	+3
1982	29,926	+2	19,806	+2
1981	29,236	-3	19,331	-2
1980	30,085	+4	19,626	+3
1979	28,857	-1	18,973	+2

¹ Includes pilots with ratings to fly helicopters only.

² Includes pilots with ratings to fly gliders only.

Estimated: Data is based on a 27-month criteria for 1980. Other years are based on a 25-month criteria.

TABLE 7.9
ESTIMATED TOTAL AND INSTRUMENT RATED PILOTS
DECEMBER 31, 1979 - 1983

Calendar Year	Total Pilots ¹	Instrument Rated Pilots	
		Number	Percent Of Total
1983	570,807	254,271	45
1982	576,894	255,073	44
1981	584,270	252,535	43
1980	627,238	260,461	42
1979	604,487	247,096	41

¹ Excludes student pilots.

Estimated: 1980 is based on a 27-month criteria only. Other years are based on a 25-month criteria.

TABLE 7.10

**ESTIMATED ACTIVE PILOT CERTIFICATES HELD,
BY CATEGORY AND AGE GROUP OF HOLDER
1983, 1982, AND 1978**

Age Group	Type of Pilot Certificates											
	Total Active Pilots			Student			Private			Commercial		
	1983	1982	1978	1983	1982	1978	1983	1982	1978	1983	1982	1978
Total	718,004	733,255	798,833	147,197	156,361	204,874	318,643	322,094	337,644	159,495	165,093	185,833
14-15	280	322	361	280	322	361	0	0	0	0	0	0
16-19	19,595	22,860	32,295	14,188	16,458	24,203	4,959	5,863	7,445	267	319	374
20-24	70,679	77,535	93,546	29,759	33,072	45,153	28,039	30,369	36,405	10,806	11,911	10,402
25-29	97,060	102,067	118,503	29,019	31,163	41,872	40,229	42,257	47,995	18,640	19,549	21,888
30-34	104,166	108,873	131,012	24,195	25,080	32,722	46,459	47,309	49,989	18,585	20,740	35,006
35-39	107,927	109,815	110,402	18,089	18,415	22,100	45,670	46,176	44,779	26,219	28,285	32,582
40-44	89,756	87,748	89,250	11,857	12,020	14,411	39,859	38,512	38,271	23,913	23,940	26,062
45-49	71,234	70,592	78,930	7,819	7,901	11,058	32,483	32,092	38,627	18,684	19,180	20,347
50-54	61,035	61,315	63,994	5,718	5,915	7,232	30,941	32,372	35,985	15,065	14,478	14,178
55-59	46,738	46,750	48,877	3,541	3,488	3,604	26,481	25,589	21,794	10,825	11,676	15,754
60+	49,534	45,378	31,663	2,732	2,527	2,158	23,523	21,555	16,354	16,491	15,015	9,240
Type of Pilot Certificates												
Age Group	Helicopter (only)			Glider (only) ²			Lighter-than-air ²			Flight Instructor ¹		
	1983	1982	1978	1983	1982	1978	1983	1982	1978	1983	1982	1978
Total	7,237	7,034	4,874	8,157	7,842	6,541	1,337	1,360	3,186	62,201	62,492	52,201
14-15	0	0	0	0	0	0	0	0	0	0	0	0
16-19	11	10	10	152	185	243	18	25	20	108	117	137
20-24	811	805	239	551	592	835	91	108	75	5,533	6,205	4,632
25-29	1,891	1,740	1,254	1,043	1,093	1,090	200	239	190	9,511	9,805	7,972
30-34	1,633	1,831	2,023	1,373	1,322	1,011	344	383	256	9,612	10,064	10,388
35-39	1,732	1,590	733	1,260	1,143	706	329	270	342	10,642	10,620	8,401
40-44	648	591	335	833	748	554	152	144	409	8,081	7,780	6,617
45-49	296	268	167	647	589	547	84	86	519	6,221	6,085	4,934
50-54	125	128	71	632	654	587	75	54	459	4,831	4,574	3,491
55-59	63	55	31	632	592	487	21	25	462	3,272	3,224	3,261
60+	27	16	11	1,034	924	481	23	26	454	4,390	4,018	2,368

¹ Not included in total active pilots.

² Glider and lighter-than-air pilots are not required to have a medical examination; however, totals above represent pilots who received a medical examination.

Estimated: Data is based on a 25-month criteria.

TABLE 7.11

ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS,
BY FAA REGION AND STATE
DECEMBER 31, 1983

FAA Region and State	Total Pilots	Student	Private	Commercial	Airline Transport	Misc. ²	Flight Instructor ³
Total¹	718,004	147,197	318,643	159,495	75,938	16,731	62,201
United States--Total	699,546	144,058	315,015	153,820	70,318	16,335	61,288
Alaskan Region--Total	11,100	2,149	5,061	2,700	1,028	162	922
Central--Total	40,518	7,138	21,563	8,362	2,863	592	3,412
Iowa	9,319	1,648	5,449	1,702	377	143	720
Kansas	11,683	1,921	6,232	2,488	883	159	980
Missouri	13,095	2,466	6,281	2,783	1,322	243	1,245
Nebraska	6,421	1,103	3,601	1,389	281	47	467
Eastern--Total	91,387	21,208	38,823	19,786	8,804	2,766	8,614
Delaware	1,566	282	687	360	202	35	188
District of Columbia	632	174	261	134	31	32	42
Maryland	9,198	2,135	4,105	1,994	731	233	809
New Jersey	15,455	3,460	6,371	3,205	2,002	417	1,495
New York	26,640	6,687	11,422	5,464	2,010	1,057	2,402
Pennsylvania	20,787	4,942	9,308	3,972	1,979	586	2,065
Virginia	14,304	2,825	5,388	4,083	1,646	362	1,355
West Virginia	2,805	703	1,281	574	203	44	258
Great Lakes--Total	121,090	24,566	61,586	23,695	9,168	2,075	10,608
Illinois	29,348	6,159	14,102	5,690	2,874	523	2,698
Indiana	12,695	2,695	6,494	2,516	786	204	1,160
Michigan	20,136	4,183	10,567	3,638	1,257	491	1,675
Minnesota	15,968	2,786	8,146	3,309	1,564	163	1,317
North Dakota	3,764	843	1,872	911	96	42	272
Ohio	23,954	4,960	12,063	4,729	1,694	508	2,285
South Dakota	3,051	596	1,629	696	111	19	222
Wisconsin	12,174	2,344	6,713	2,206	786	125	979
New England--Total	31,937	7,680	13,351	6,216	3,848	842	2,711
Connecticut	8,990	1,978	3,372	1,784	1,637	219	805
Maine	3,558	822	1,663	790	240	43	256
Massachusetts	12,010	3,217	5,407	2,115	894	377	998
New Hampshire	4,115	851	1,450	898	811	105	368
Rhode Island	1,569	368	727	315	121	38	128
Vermont	1,695	444	732	314	145	60	156
Northwest Mountain--Total	70,387	14,097	32,364	15,091	7,060	1,775	6,283
Colorado	18,891	4,383	7,328	3,767	2,563	850	1,788
Idaho	4,793	838	2,480	1,119	289	67	454
Montana	4,856	930	2,554	1,068	253	51	414
Oregon	11,360	2,006	6,213	2,383	556	202	937
Utah	5,493	1,146	2,607	1,093	520	127	443
Washington	22,043	4,134	9,647	5,116	2,713	433	2,001
Wyoming	2,951	660	1,535	545	166	45	246

TABLE 7.11 (Continued)

ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS,
BY FAA REGION AND STATE
DECEMBER 31, 1983

FAA Region and State	Total Pilots	Student	Private	Commercial	Airline Transport	Misc. ²	Flight Instructor ³
Southern--Total	<u>110,368</u>	<u>22,747</u>	<u>44,482</u>	<u>27,090</u>	<u>13,451</u>	<u>2,598</u>	<u>9,632</u>
Alabama	9,250	1,804	3,675	2,675	553	543	1,005
Florida	44,480	8,694	17,567	11,329	6,200	690	3,894
Georgia	16,188	3,175	5,759	3,896	3,023	335	1,311
Kentucky	5,618	1,357	2,559	1,080	400	222	469
Mississippi	5,126	1,115	2,094	1,505	313	99	423
North Carolina	12,387	2,718	5,539	2,756	1,112	262	1,025
South Carolina	6,174	1,417	2,565	1,583	482	127	512
Tennessee	11,145	2,467	4,724	2,266	1,368	320	993
Southwest--Total	<u>95,633</u>	<u>19,981</u>	<u>40,278</u>	<u>22,772</u>	<u>10,663</u>	<u>1,939</u>	<u>8,630</u>
Arkansas	6,425	1,364	2,850	1,730	409	72	522
Louisiana	10,625	2,290	4,137	2,971	886	341	975
New Mexico	5,868	1,251	2,693	1,334	398	192	495
Oklahoma	13,963	2,998	6,835	3,013	949	168	1,184
Texas	58,752	12,078	23,763	13,724	8,021	1,166	5,454
Western-Pacific--Total	<u>127,126</u>	<u>24,492</u>	<u>57,507</u>	<u>28,108</u>	<u>13,433</u>	<u>3,586</u>	<u>10,476</u>
Arizona	14,457	2,788	6,540	3,321	1,317	491	1,295
California	103,825	19,962	47,795	22,657	10,625	2,786	8,388
Hawaii	3,224	693	894	892	575	170	260
Nevada	5,620	1,049	2,278	1,238	916	139	533
Outside U.S.--Total	<u>18,458</u>	<u>3,139</u>	<u>3,628</u>	<u>5,675</u>	<u>5,620</u>	<u>396</u>	<u>913</u>
U.S. Territories--Total ⁴	<u>1,975</u>	<u>609</u>	<u>692</u>	<u>335</u>	<u>321</u>	<u>18</u>	<u>0</u>
American Samoa	12	0	1	5	6	0	0
Canal Zone	3	1	1	1	0	0	0
Guam	83	16	21	16	30	0	0
Puerto Rico	1,513	499	517	245	235	17	0
Virgin Islands	358	92	150	67	48	1	0
Wake Island	6	1	2	1	2	0	0

¹ Includes Outside U.S.² Includes helicopter, glider, and lighter-than-air.³ Not included in total.⁴ U.S. Territories are included in Outside U.S. total.

Estimated: Data is based on a 25-month criteria.

TABLE 7.12
ESTIMATED ACTIVE NONPILOT AIRMEN CERTIFICATES HELD,
BY FAA REGION AND STATE
DECEMBER 1983*

FAA Region and State	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Control Tower Operator	Flight Navigator	Flight Engineer
Total ¹	<u>432,890</u>	<u>288,335</u>	<u>10,074</u>	<u>66,385</u>	<u>8,223</u>	<u>19,691</u>	<u>1,636</u>	<u>38,546</u>
United States--Total	<u>415,873</u>	<u>277,010</u>	<u>9,931</u>	<u>65,097</u>	<u>6,561</u>	<u>19,544</u>	<u>1,545</u>	<u>36,185</u>
Alaskan Region--Total	<u>4,566</u>	<u>2,928</u>	<u>153</u>	<u>765</u>	<u>147</u>	<u>292</u>	<u>5</u>	<u>276</u>
Central--Total	<u>22,554</u>	<u>16,344</u>	<u>453</u>	<u>3,873</u>	<u>156</u>	<u>805</u>	<u>15</u>	<u>908</u>
Iowa	3,046	2,079	91	669	13	123	0	71
Kansas	6,653	4,808	115	1,141	37	268	5	279
Missouri	10,889	8,188	173	1,609	104	295	5	515
Nebraska	1,966	1,269	74	454	2	119	5	43
Eastern--Total	<u>70,580</u>	<u>49,609</u>	<u>1,688</u>	<u>9,940</u>	<u>1,839</u>	<u>3,263</u>	<u>263</u>	<u>3,978</u>
Delaware	1,084	726	24	172	13	70	6	73
District of Columbia	578	384	28	121	17	13	0	15
Maryland	3,767	2,251	140	783	29	212	12	340
New Jersey	11,910	8,241	256	1,601	266	254	79	1,213
New York	30,180	22,510	406	3,516	1,236	1,494	35	933
Pennsylvania	15,787	11,763	371	2,315	162	506	46	624
Virginia	6,118	3,052	411	1,155	111	612	34	743
West Virginia	1,156	682	52	277	5	102	1	37
Great Lakes--Total	<u>55,437</u>	<u>36,084</u>	<u>1,327</u>	<u>10,540</u>	<u>632</u>	<u>2,434</u>	<u>50</u>	<u>4,370</u>
Illinois	15,825	10,033	300	2,756	265	581	16	1,874
Indiana	5,408	3,544	201	1,062	26	322	8	245
Michigan	8,511	5,702	206	1,830	57	412	7	297
Minnesota	8,901	5,837	142	1,333	191	238	8	1,152
North Dakota	921	573	25	189	3	115	0	16
Ohio	10,897	7,283	287	2,229	67	531	5	495
South Dakota	946	582	26	245	1	56	1	35
Wisconsin	4,028	2,530	140	396	22	179	5	256
New England--Total	<u>20,383</u>	<u>13,654</u>	<u>407</u>	<u>3,050</u>	<u>201</u>	<u>728</u>	<u>177</u>	<u>2,166</u>
Connecticut	5,722	3,542	33	809	60	134	121	973
Maine	1,374	328	42	278	18	118	6	34
Massachusetts	9,644	7,424	192	1,257	35	253	17	416
New Hampshire	2,030	959	33	352	20	142	25	599
Rhode Island	1,033	670	44	204	7	48	4	56
Vermont	580	331	13	150	11	33	4	38
Northwest Mountain--Total	<u>34,167</u>	<u>20,985</u>	<u>1,316</u>	<u>5,644</u>	<u>421</u>	<u>1,585</u>	<u>156</u>	<u>4,060</u>
Colorado	9,696	5,632	169	1,734	165	379	30	1,587
Idaho	1,929	1,146	155	328	9	124	3	64
Montana	1,968	1,110	278	431	3	82	5	59
Oregon	3,944	2,636	238	702	28	156	31	153
Utah	2,344	1,405	85	400	12	158	5	279
Washington	13,383	8,397	358	1,845	195	645	77	1,866
Wyoming	1,003	659	33	204	9	41	5	52

TABLE 7.12 (Continued)

ESTIMATED ACTIVE NONPILOT AIRMEN CERTIFICATES HELD,
BY FAA REGION AND STATE
DECEMBER 1983*

FAA Region and State	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Control Tower Operator	Flight Navigator	Flight Engineer
Southern--Total	<u>70,012</u>	<u>43,957</u>	<u>1,836</u>	<u>10,491</u>	<u>1,375</u>	<u>4,517</u>	<u>271</u>	<u>7,565</u>
Alabama	6,378	4,371	143	985	105	659	6	109
Florida	33,411	21,817	527	4,747	856	1,618	217	3,629
Georgia	13,760	8,493	295	1,495	218	561	15	2,683
Kentucky	2,044	1,193	166	417	10	165	2	91
Mississippi	1,847	1,048	50	426	6	226	5	86
North Carolina	5,414	3,086	385	1,005	68	550	12	308
South Carolina	2,315	1,208	95	509	10	336	6	151
Tennessee	4,843	2,741	175	907	102	402	8	508
Southwest--Total	<u>54,316</u>	<u>35,829</u>	<u>1,109</u>	<u>9,117</u>	<u>508</u>	<u>2,843</u>	<u>89</u>	<u>4,821</u>
Arkansas	2,244	1,399	68	515	8	168	3	83
Louisiana	4,906	3,279	106	816	28	343	4	330
New Mexico	2,158	1,240	84	512	12	228	4	78
Oklahoma	11,997	9,329	197	1,728	35	455	9	244
Texas	33,011	20,582	654	5,546	425	1,649	69	4,086
Western-Pacific--Total	<u>83,858</u>	<u>57,620</u>	<u>1,642</u>	<u>11,677</u>	<u>1,282</u>	<u>3,077</u>	<u>519</u>	<u>8,041</u>
Arizona	7,589	5,175	196	1,297	72	394	18	437
California	70,676	49,071	1,337	9,566	1,056	2,196	423	7,027
Hawaii	3,099	2,176	56	315	133	242	15	162
Nevada	2,494	1,198	53	499	21	245	63	415
Outside U.S.--Total	<u>17,017</u>	<u>11,325</u>	<u>143</u>	<u>1,288</u>	<u>1,662</u>	<u>147</u>	<u>91</u>	<u>2,361</u>
U.S. Territories--Total ²	<u>1,424</u>	<u>1,068</u>	<u>36</u>	<u>158</u>	<u>52</u>	<u>40</u>	<u>0</u>	<u>70</u>
American Samoa	7	3	0	2	0	2	0	0
Canal Zone	39	16	18	3	2	0	0	0
Guam	119	74	2	14	6	3	0	20
Puerto Rico	1,122	885	13	117	40	24	0	43
Virgin Islands	127	80	3	22	4	11	0	7
Wake Island	10	10	0	0	0	0	0	0

* Data for control tower operators, flight engineers, and flight navigators represent total active ratings held. Data for dispatchers, mechanics, parachute riggers, and ground instructors, represent total ratings issued to date. These ratings retain their validity.

¹ Includes outside U.S.

² U.S. Territories are included in Outside U.S. total.

Estimated: Data is based on a 25-month criteria.

VIII. GENERAL AVIATION AIRCRAFT

General aviation aircraft activity information was obtained using the General Aviation Activity and Avionics Survey, which is mailed to the owners of a sample of registered general aviation aircraft. The survey collects data relative to flight hours, airframe hours and the avionics equipment on board the aircraft. In addition, the survey collects information about the number of hours flown under instrument flight rules, fuel consumption rates, and the state where the aircraft is based.

The 1983 sample of 27,827 aircraft was selected from approximately 260,505 registered general aviation aircraft. The sample is a scientifically designed random sample which represents all general aviation aircraft registered in the United States.

Because the estimates are derived from a sample--not the total population of aircraft--a certain amount of sampling error is introduced. The user must consider this error along with the estimate itself when making an inference or drawing any conclusions about the aircraft population. Although the exact value of the sample error is unknown, a quantity known as the standard error is used to approximate it. Using the standard error, one can develop an interval within which the true population estimate will lie with a known probability. The probability that the true value lies within the interval depends on the width of the interval, i.e., the estimate plus or minus 1, 2, or 3 times the standard error. The table below shows selected interval widths and their corresponding confidence.

<u>Width of Interval</u>	<u>Approximate Confidence That Interval Includes true Value</u>
1 standard error	68%
2 standard errors	95%
3 standard errors	99%

For example, if the estimate for the total number of active piston powered rotorcraft were 2,658 and the standard error was 176, then the 95% confidence interval would be $2,658 \pm 2(176)$ or (2306, 3010). One would say that there is a 95% chance that the number of active piston powered rotorcraft lies between 2306 and 3010.

In some tables, the standard error is expressed as a percent. To calculate the standard error, multiply the estimate by the percentage. To derive the 95% confidence interval, proceed as before. For example, if total hours flown were 35,792 thousand hours and the percentage standard error was 3.0%, the 95% confidence interval would be:

$$\begin{aligned} 35,792 \pm (2 \times 3\% \times 35,792) &= \\ 35,792 \pm 2148 &= \\ (33,644: 37,940) \end{aligned}$$

The standard error, percent standard error, or a code for the standard error is shown for each estimate made from the sample in this chapter.

More detailed estimates and more detailed discussion of the survey and its methodology are available in 1983 General Aviation Activity and Avionics Survey.

TABLE 8.1

ACTIVE GENERAL AVIATION AIRCRAFT, BY AIRCRAFT TYPE AND PRIMARY USE: 1983
(PERCENT STANDARD ERROR IS SHOWN IN PARENTHESIS)

Aircraft Type	Total	Executive	Business	Personal	Instruc- tional	Aerial Applica- tion	Aerial Observa- tion	Other Work	Computer Air Carrier	Air Taxi	Rental	Other
Fixed-Wing--Total	200,831 (A)	15,285 (A)	44,573 (A)	96,682 (A)	14,396 (A)	6,336 (A)	3,442 (B)	1,697 (B)	1,461 (B)	5,710 (A)	7,406 (A)	3,842 (B)
Piston--Total	191,480 (A)	8,552 (A)	43,581 (A)	96,545 (A)	14,396 (A)	6,220 (A)	3,413 (B)	1,659 (B)	1,175 (C)	5,114 (B)	7,369 (A)	3,454 (B)
One-Engine	166,427 (A)	3,157 (B)	33,173 (A)	93,698 (A)	13,662 (A)	5,912 (A)	3,120 (B)	1,625 (B)	318 (B)	2,263 (B)	6,833 (A)	2,971 (B)
Two-Engine	24,910 (A)	5,398 (A)	10,401 (A)	2,848 (B)	735 (B)	252 (B)	291 (B)	29 (B)	847 (C)	2,847 (B)	510 (B)	751 (C)
Other Piston	143 (B)	3 (B)	7 (B)	0 (A)	0 (A)	57 (C)	1 (B)	5 (B)	10 (B)	4 (B)	25 (B)	32 (B)
Turbojet--Total	5,453 (A)	3,308 (A)	775 (C)	62 (B)	0 (A)	116 (B)	4 (B)	38 (C)	286 (C)	551 (B)	37 (B)	279 (B)
Two-Engine	5,311 (A)	3,304 (A)	775 (C)	60 (B)	0 (A)	0 (A)	0 (A)	38 (B)	281 (C)	547 (C)	37 (B)	269 (B)
Other Turbojet	142 (A)	4 (B)	0 (A)	2 (B)	0 (A)	116 (B)	4 (B)	0 (A)	5 (B)	3 (B)	0 (A)	9 (B)
Turbojet--Total	3,898 (A)	3,425 (A)	217 (B)	75 (B)	0 (A)	0 (A)	25 (B)	0 (A)	0 (A)	45 (B)	0 (A)	110 (B)
Two-Engine	3,447 (A)	3,116 (A)	156 (B)	25 (B)	0 (A)	0 (A)	25 (B)	0 (A)	0 (A)	45 (B)	0 (A)	78 (B)
Other Turbojet	451 (A)	309 (B)	61 (B)	50 (B)	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)	0 (A)	31 (B)
Rotorcraft--Total	6,540 (A)	1,711 (B)	383 (C)	562 (C)	481 (C)	715 (B)	463 (C)	519 (C)	18 (B)	1,137 (B)	8 (B)	543 (C)
Piston	2,541 (A)	35 (B)	179 (B)	539 (C)	354 (C)	675 (B)	391 (C)	150 (B)	2 (B)	32 (B)	8 (B)	176 (B)
Turbine	3,998 (A)	1,677 (B)	203 (B)	22 (B)	127 (B)	40 (C)	72 (B)	369 (B)	17 (B)	1,105 (B)	0 (A)	367 (B)
Other--Total	5,923 (A)	68 (B)	69 (B)	4,240 (A)	572 (C)	0 (A)	118 (B)	177 (B)	0 (A)	11 (B)	261 (B)	406 (C)
Total All Aircraft	213,293 (A)	17,064 (A)	45,025 (A)	101,484 (A)	15,450 (A)	7,051 (A)	4,023 (B)	2,392 (B)	1,479 (B)	6,857 (A)	7,674 (A)	4,791 (B)

NOTE: Row and column summation may differ from printed totals due to estimation procedures.

Greater
ThanLess Than or
Equal ToCode
A
B
C
D

STANDARD ERROR

0%
10%
20%
30%10%
10%
30%

TABLE 8.2

ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE
1979 - 1983

	1983 (Standard Error)	1982 (Standard Error)	1981 (Standard Error)	1980 (Standard Error)	1979 (Standard Error)
Fixed-Wing--Total	<u>200,831</u> (1,306)	<u>198,377</u> (1,199)	<u>201,201</u> (1,045)	<u>200,097</u> (923)	<u>199,703</u> (768)
Piston--Total	<u>191,480</u> (1,296)	<u>189,195</u> (1,192)	<u>193,370</u> (1,042)	<u>193,014</u> (921)	<u>193,470</u> (767)
One Engine	166,427 (1,248)	164,173 (1,140)	167,898 (995)	168,435 (874)	168,390 (745)
Two Engine	24,910 (349)	24,882 (346)	25,356 (306)	24,366 (290)	24,850 (181)
Other Piston	143 (14)	140 (24)	114 (29)	212 (17)	229 (11)
Turboprop--Total	<u>5,453</u> (95)	<u>5,186</u> (60)	<u>4,660</u> (49)	<u>4,090</u> (46)	<u>3,579</u> (21)
Two Engine	5,311 (87)	5,037 (53)	4,525 (49)	3,966 (45)	3,482 (20)
Other Turboprop	142 (38)	149 (28)	134 (5)	123 (10)	96 (3)
Turbojet--Total	<u>3,898</u> (130)	<u>3,996</u> (112)	<u>3,171</u> (72)	<u>2,992</u> (40)	<u>2,653</u> (30)
Two Engine	3,447 (92)	3,309 (84)	2,808 (68)	2,551 (37)	2,309 (29)
Other Turbojet	451 (91)	687 (73)	362 (23)	441 (13)	343 (6)
Rotorcraft--Total	<u>6,540</u> (245)	<u>6,169</u> (226)	<u>6,974</u> (189)	<u>6,001</u> (142)	<u>5,864</u> (136)
Piston	2,541 (191)	2,419 (178)	3,250 (173)	2,794 (133)	3,123 (127)
Turbine	3,998 (153)	3,749 (140)	3,724 (76)	3,207 (49)	2,740 (50)
Other--Total	<u>5,923</u> (207)	<u>5,233</u> (211)	<u>5,049</u> (179)	<u>4,945</u> (142)	<u>4,770</u> (114)
Total All Aircraft	<u>213,293</u> (1,345)	<u>209,779</u> (1,238)	<u>213,226</u> (1,078)	<u>211,045</u> (945)	<u>210,339</u> (789)

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 8.3

ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN,
BY AIRCRAFT TYPE AND PRIMARY USE
(PERCENT STANDARD ERROR IS SHOWN IN PARENTHESIS)
1983

Aircraft Type	Total	Executive	Business	Personal	Instruc- tional	Aerial Applica- tion	Aerial Observa- tion	Other Work	Commuter Air Carrier	Air Taxi	Rental	Other
Fixed-Wing--Total	32,557,997 (2.1%)	4,472,568 (5.6%)	5,895,615 (4.7%)	8,207,777 (3.4%)	4,609,806 (8.5%)	1,561,045 (12.7%)	949,757 (20.0%)	424,639 (24.4%)	1,590,604 (19.5%)	1,900,227 (11.0%)	2,347,322 (11.8%)	410,903 (26.1%)
Piston--Total	28,911,466 (2.3%)	2,030,199 (4.0%)	5,637,257 (4.7%)	8,176,338 (3.4%)	4,609,806 (8.5%)	1,505,213 (12.9%)	936,962 (20.2%)	416,692 (24.8%)	1,082,160 (24.0%)	1,769,720 (11.8%)	2,341,394 (11.9%)	358,146 (29.0%)
One-Engine	23,149,145 (7.6%)	547,287 (16.6%)	4,013,598 (5.7%)	7,911,865 (3.5%)	4,489,672 (9.7%)	1,470,276 (13.3%)	883,801 (21.4%)	407,520 (25.3%)	182,045 (56.2%)	750,740 (18.4%)	1,160,750 (12.3%)	289,486 (34.2%)
Two-Engine	5,729,854 (5.3%)	1,501,676 (10.4%)	1,631,406 (9.3%)	265,569 (16.1%)	116,850 (33.1%)	26,260 (43.9%)	50,369 (37.0%)	7,417 (56.5)	894,679 (26.8%)	1,018,677 (15.4%)	172,388 (46.7%)	65,744 (44.4%)
Other Piston	32,467 (29.9%)	188 (136.5%)	79 (63.9%)	0 (0.0%)	0 (0.0%)	4,220 (23.0%)	25 (203.9%)	1,880 (90.5%)	12,670 (66.1%)	2,191 (107.4%)	8,748 (41.3%)	2,181 (44.1%)
Turboprop--Total	2,123,287 (7.1%)	1,135,654 (9.3%)	172,331 (30.9%)	3,761 (93.3%)	0 (0.0%)	77,264 (29.9%)	467 (333.9%)	7,950 (108.9%)	523,884 (24.1%)	189,582 (29.9%)	5,024 (91.9%)	50,023 (52.2%)
Two-Engine	2,089,968 (7.2%)	1,133,978 (9.4%)	172,331 (30.9%)	3,555 (85.1%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	7,950 (108.9%)	521,438 (24.4%)	188,761 (29.9%)	5,024 (91.9%)	48,586 (53.1%)
Other Turboprop	83,319 (37.3%)	1,748 (34.8%)	0 (0.0%)	238 (69.9%)	0 (0.0%)	77,264 (29.9%)	467 (333.9%)	0 (0.0%)	21,557 (39.6%)	765 (56.0%)	0 (0.0%)	1,280 (207.9%)
Turbojet--Total	1,473,245 (6.6%)	1,321,053 (6.9%)	96,776 (58.9%)	35,987 (70.1%)	0 (0.0%)	0 (0.0%)	12,435 (133.4%)	0 (0.0%)	0 (0.0%)	21,183 (99.4%)	0 (0.0%)	1,702 (72.1%)
Two-Engine	1,349,589 (6.8%)	1,221,439 (7.1%)	80,109 (68.5%)	13,118 (133.4%)	0 (0.0%)	0 (0.0%)	12,435 (133.4%)	0 (0.0%)	0 (0.0%)	21,183 (99.4%)	0 (0.0%)	1,225 (88.6%)
Other Turbojet	123,656 (25.2%)	89,572 (23.9%)	11,041 (73.7%)	22,357 (81.2%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	471 (106.9%)
Rotorcraft--Total	2,271,377 (7.0%)	765,629 (19.2%)	60,417 (34.4%)	24,014 (32.7%)	162,988 (29.5%)	203,517 (14.8%)	181,048 (24.0%)	206,685 (34.1%)	10,161 (40.5%)	551,873 (21.1%)	3,310 (65.6%)	116,564 (35.1%)
Piston	571,725 (3.6%)	3,485 (84.7%)	25,693 (38.1%)	22,535 (34.1%)	101,006 (31.3%)	196,361 (15.5%)	139,505 (23.9%)	46,921 (49.7%)	182 (233.9%)	5,462 (91.3%)	3,310 (65.6%)	23,452 (41.0%)
Turbine	1,699,652 (8.9%)	761,797 (19.3%)	35,087 (54.8%)	1,567 (125.9%)	61,288 (71.0%)	6,699 (31.6%)	42,083 (75.3%)	158,974 (43.0%)	9,945 (38.0%)	546,713 (21.4%)	0 (0.0%)	93,157 (44.7%)
Other--Total	419,792 (11.8%)	4,280 (68.7%)	1,239 (73.0%)	239,190 (12.9%)	90,417 (41.0%)	0 (0.0%)	9,514 (43.9%)	11,720 (40.2%)	0 (0.0%)	678 (98.3%)	35,512 (49.1%)	27,605 (48.7%)
Total All Aircraft	35,249,171 (2.0%)	5,240,774 (3.9%)	5,956,270 (3.6%)	8,477,292 (2.9%)	4,864,586 (5.7%)	1,761,709 (8.5%)	1,137,523 (14.6%)	642,007 (13.2%)	1,601,651 (10.8%)	2,528,288 (5.4%)	2,384,479 (7.5%)	553,164 (19.5%)

NOTE: Row and column summations may differ from printed totals due to estimation procedures.

TABLE 8.4

ACTIVE GENERAL AVIATION AIRCRAFT
TOTAL HOURS FLOWN, BY AIRCRAFT TYPE
1979 - 1983
(Hours in Thousands)

	1983 (Standard Error)	1982 (Standard Error)	1981 (Standard Error)	1980 (Standard Error)	1979 (Standard Error)
Fixed-Wing--Total	<u>32,558</u> (692)	<u>33,728</u> (682)	<u>37,628</u> (632)	<u>38,318</u> (635)	<u>40,432</u> (610)
Piston--Total	<u>28,911</u> (668)	<u>29,950</u> (658)	<u>34,086</u> (625)	<u>34,747</u> (627)	<u>37,303</u> (604)
One Engine	23,149 (595)	24,259 (602)	27,692 (588)	28,339 (585)	30,289 (569)
Two Engine	5,730 (304)	5,657 (265)	6,369 (210)	6,277 (224)	6,861 (202)
Other Piston	32 (10)	33 (10)	25 (6)	130 (18)	152 (15)
Turboprop--Total	<u>2,173</u> (154)	<u>2,168</u> (145)	<u>2,155</u> (82)	<u>2,240</u> (79)	<u>1,871</u> (73)
Two Engine	2,090 (150)	2,096 (143)	2,092 (82)	2,138 (78)	1,827 (73)
Other Turboprop	83 (31)	71 (20)	63 (11)	56 (10)	45 (2)
Turbojet--Total	<u>1,473</u> (97)	<u>1,611</u> (109)	<u>1,387</u> (50)	<u>1,332</u> (59)	<u>1,259</u> (40)
Two Engine	1,350 (92)	1,347 (98)	1,238 (48)	1,163 (52)	1,125 (39)
Other Turbojet	124 (31)	264 (46)	149 (16)	169 (27)	134 (9)
Rotorcraft--Total	<u>2,271</u> (159)	<u>2,350</u> (156)	<u>2,685</u> (185)	<u>2,338</u> (138)	<u>2,555</u> (146)
Piston	572 (49)	579 (58)	930 (108)	736 (75)	892 (97)
Turbine	1,700 (151)	1,771 (145)	1,754 (150)	1,603 (116)	1,664 (108)
Other--Total	<u>420</u> (49)	<u>379</u> (40)	<u>391</u> (34)	<u>359</u> (21)	<u>353</u> (29)
Total All Aircraft	<u>35,249</u> (712)	<u>36,457</u> (701)	<u>40,704</u> (659)	<u>41,016</u> (650)	<u>43,340</u> (627)

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 8.5

ACTIVE GENERAL AVIATION AIRCRAFT
AVERAGE HOURS FLOWN, BY AIRCRAFT TYPE
1979 - 1983

	1983 (Standard Error)	1982 (Standard Error)	1981 (Standard Error)	1980 (Standard Error)	1979 (Standard Error)
Fixed-Wing--Total	<u>160.9</u> (3.3)	<u>170.6</u> (3.4)	<u>184.4</u> (3.1)	<u>187.7</u> (3.1)	<u>200.2</u> (3.0)
Piston--Total	<u>150.6</u> (3.4)	<u>159.8</u> (3.4)	<u>175.4</u> (3.2)	<u>178.2</u> (3.1)	<u>191.8</u> (3.0)
One Engine	139.1 (3.5)	149.1 (3.6)	165.8 (3.4)	168.2 (3.4)	180.2 (3.3)
Two Engine	230.5 (11.9)	230.6 (10.6)	251.1 (7.7)	254.8 (8.4)	273.2 (7.6)
Other Piston	240.4 (32.3)	246.8 (39.2)	197.0 (3.5)	625.4 (38.8)	650.4 (27.9)
Turboprop--Total	<u>389.4</u> (24.7)	<u>396.3</u> (25.4)	<u>470.1</u> (17.9)	<u>433.4</u> (16.1)	<u>511.7</u> (18.4)
Two Engine	386.3 (25.0)	394.4 (25.9)	469.4 (18.2)	534.8 (16.4)	513.1 (19.0)
Other Turboprop	578.5 (131.2)	473.0 (84.1)	498.8 (92.4)	487.4 (73.1)	465.0 (2.9)
Turbojet--Total	<u>382.2</u> (22.5)	<u>404.0</u> (24.9)	<u>436.3</u> (12.5)	<u>443.6</u> (16.6)	<u>473.2</u> (14.0)
Two Engine	391.6 (24.2)	407.0 (27.7)	422.6 (13.6)	456.1 (18.4)	487.5 (15.8)
Other Turbojet	273.7 (40.2)	385.3 (52.1)	376.5 (22.7)	349.9 (29.1)	382.2 (21.3)
Rotorcraft--Total	<u>350.2</u> (21.9)	<u>383.2</u> (21.9)	<u>390.8</u> (26.2)	<u>382.4</u> (20.7)	<u>433.5</u> (22.8)
Piston	221.1 (15.0)	236.8 (18.9)	285.3 (29.3)	262.9 (20.9)	284.3 (27.2)
Turbine	431.6 (34.4)	474.2 (33.5)	489.5 (42.6)	497.7 (35.4)	609.3 (38.1)
Other--Total	<u>71.1</u> (8.0)	<u>72.4</u> (7.2)	<u>78.4</u> (6.3)	<u>75.0</u> (3.9)	<u>72.7</u> (5.2)
Total All Aircraft	<u>164.0</u> (3.2)	<u>174.0</u> (3.3)	<u>188.1</u> (3.1)	<u>190.5</u> (3.0)	<u>203.5</u> (2.9)

TABLE 8.6
ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN,
BY FAA REGION AND STATE OF BASED AIRCRAFT
1983

FAA Region & State	Active Aircraft		Hours Flown	
	Aircraft	Standard Error	Hours (000)	Standard Error (000)
Total	<u>213,293</u>	<u>1,345</u>	<u>35,249</u>	<u>712</u>
Alaskan Region--Total	<u>6,075</u>	<u>598</u>	<u>1,072</u>	<u>162</u>
Central--Total	<u>12,720</u>	<u>915</u>	<u>1,924</u>	<u>235</u>
Iowa	3,165	469	370	74
Kansas	4,519	555	822	189
Missouri	3,858	507	570	122
Nebraska	1,178	290	157	56
Eastern--Total	<u>24,006</u>	<u>1,219</u>	<u>4,261</u>	<u>358</u>
Delaware	809	237	181	71
District of Columbia	58	47	10	8
Maryland	3,116	467	426	101
New Jersey	4,021	525	981	212
New York	6,045	626	994	171
Pennsylvania	6,174	643	947	167
Virginia	2,554	419	455	122
West Virginia	1,229	286	272	99
Great Lakes--Total	<u>38,072</u>	<u>1,472</u>	<u>5,373</u>	<u>364</u>
Illinois	7,700	706	1,142	207
Indiana	4,207	530	723	148
Michigan	7,079	677	871	129
Minnesota	4,733	563	610	132
North Dakota	1,734	341	314	113
Ohio	7,478	693	1,027	144
South Dakota	1,360	306	146	45
Wisconsin	3,782	495	535	135
New England--Total	<u>8,025</u>	<u>733</u>	<u>1,251</u>	<u>191</u>
Connecticut	1,426	311	256	98
Maine	1,263	288	141	42
Massachusetts	2,737	432	503	157
New Hampshire	1,430	313	203	56
Rhode Island	510	197	63	32
Vermont	660	218	72	28

TABLE 8.6 (Continued)

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN,
BY FAA REGION AND STATE OF BASED AIRCRAFT
1983

FAA Region & State	Active Aircraft		Hours Flown	
	Aircraft	Standard Error	Hours (000)	Standard Error (000)
Northwest Mountain--Total	<u>22,064</u>	<u>1,160</u>	<u>3,196</u>	<u>261</u>
Colorado	4,407	532	758	159
Idaho	2,146	378	268	57
Montana	2,538	418	375	94
Oregon	4,689	552	596	106
Utah	1,440	311	246	84
Washington	5,645	605	717	120
Wyoming	1,192	285	223	70
Southern--Total	<u>34,356</u>	<u>1,412</u>	<u>6,472</u>	<u>438</u>
Alabama	2,594	416	501	124
Florida	12,688	896	2,400	303
Georgia	4,955	578	876	191
Kentucky	1,752	338	240	54
Mississippi	2,706	441	567	151
North Carolina	4,344	537	793	142
Puerto Rico	362	161	87	51
South Carolina	1,686	337	259	66
Tennessee	2,935	431	689	139
Southwest--Total	<u>35,478</u>	<u>1,438</u>	<u>6,592</u>	<u>490</u>
Arkansas	2,977	459	595	135
Louisiana	3,972	520	1,531	318
New Mexico	2,387	396	372	133
Oklahoma	5,634	626	880	186
Texas	20,414	1,117	3,061	273
Western-Pacific--Total	<u>36,820</u>	<u>1,454</u>	<u>5,802</u>	<u>374</u>
Arizona	4,737	562	790	138
California	29,236	1,321	4,515	342
Hawaii	381	152	97	34
Nevada	2,288	396	334	79
Other U. S. Territories	<u>183</u>	<u>115</u>	<u>40</u>	<u>27</u>
Foreign--Total	<u>938</u>	<u>226</u>	<u>260</u>	<u>106</u>

NOTE: Column totals may differ from printed totals due to estimation procedures.

IX. AIRCRAFT ACCIDENTS

The data presented in this chapter were obtained from the following sources:

Accidents: National Transportation Safety Board

Air Carrier Miles Flown: National Transportation Safety Board.

Estimated General Aviation Hours and Miles Flown: Federal Aviation Administration.

The Safety Board's statistics categorize air carrier accidents according to the Federal Air Regulations under which the accident flights were made. The new groupings are (1) large airlines in scheduled service under Part 121 of the regulations; (2) commuter carriers in scheduled service under Part 135; (3) "on-demand" air taxis in unscheduled operations under Part 135; and (4) general aviation--all other civil flying.

The changes in category were dictated by deregulation and by the proliferation of small, regional airlines and commuters. Commuter carriers and on-demand air taxis until 1981 had been classified as a part of general aviation.

See Glossary under "Aircraft Accident" for NTSB definitions for the following terms: "Fatal Injury", "Operator", "Serious Injury", and "Substantial Damage".

More detailed accident data may be obtained from the National Transportation Safety Board, Bureau of Technology.

TABLE 9.1

**1983 AIR CARRIER AND GENERAL AVIATION
AIRCRAFT ACCIDENTS AND FATALITIES
(PRELIMINARY DATA)**

Air Carrier and General Aviation Operations	Number of Accidents		Number of Fatalities
	Total	Fatal	
Air Carriers ¹			
Air Carriers Operating under 14 CFR 121			
Scheduled	19	4	15
Nonscheduled	4	1	7
Air Carriers Operating under 14 CFR 135			
Scheduled ²	17	2	11
Nonscheduled ³	141	28	60
General Aviation ⁴	3,091	548	1,049

¹ Airlines.

² Commuters.

³ On-Demand Air Taxis.

⁴ Includes accidents involving aircraft flown under rules other than 14 CFR 121 and 14 CFR 135.

Source: National Transportation Safety Board.

TABLE 9.2

FATAL ACCIDENTS, FATALITIES--ALL SCHEDULED SERVICE
AIRLINES: 1982 AND 1983
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 121)
(PRELIMINARY DATA)

Location	Operator	Date	Service	Aircraft	Fatalities			Total Aboard	Reported Type of Accident
					Total	Passenger	Crew		
<u>Total, 1982</u>					<u>235</u>	<u>210</u>	<u>13</u>	<u>12</u>	
Washington, D.C.	Air Florida	1/13	Psg	B-737	78	70	4	4	Aircraft crashed into river after striking highway bridge shortly after takeoff during snowstorm.
Boston, MA	World	1/23	Psg	DC-10	2	2	0	0	Aircraft slid off the end of the icy runway after landing.
Kenner, LA	Pan American World	7/9	Psg	B-727	153	137	8	8	Aircraft crashed into residential area after takeoff.
Honolulu, HI	Pan American World	8/11	Psg	B-747	1	1	0	0	Device exploded beneath passenger seat.
Puerto Plata, Dominican Republic	Arrow Air	11/11	Cargo	B-707	1	0	1	0	Student flight engineer died following cabin depressurization.
<u>Total, 1983</u>					<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	
Brainerd, MN	Republic Airlines	1/9	Psg	CV-640	1	1	0	0	Struck snowbank during landing. Propeller separated from engine and penetrated cabin, fatally injuring passenger.
Detroit, MI	United Airlines	1/11	Cargo	DC-8	3	0	3	0	Crashed shortly after takeoff.
Pinckneyville, IL	Air Illinois	10/11	Psg	HS-748	10	7	3	0	Collided with terrain following electrical failure.
Sioux Falls, SD	Ozark Airlines	12/20	Psg	DC-9	1	0	0	1	Wing struck snow sweeper during rollout. The sweeper operator was killed.

TABLE 9.3
 ACCIDENTS, FATALITIES, AND RATES
 ALL SCHEDULED SERVICE AIRLINES
 1974 - 1983
 (U. S. AIR CARRIERS OPERATING UNDER 14 CFR 121)*

Year	Number of Accidents		Fatalities	Aircraft Miles Flown (000)	Accident Rate Per Million Aircraft Miles Flown	
	Total	Fatal			Total Accidents	Total Accidents ¹
1974	43	7	460	2,258,136	0.02	0.00
1975	31	2	122	2,240,505	0.01	0.00
1976	22	2	38	2,319,967	0.01	0.00
1977	21	3	78	2,418,652	0.01	0.00
1978	21	5	160	2,520,165	0.01	0.00
1979	24	4	351	2,736,129	0.01	0.00
1980	15	0	0	2,816,303	0.01	0.00
1981(R)	25	4	4	2,703,219	0.01	0.00
1982(R)	16	5	235	2,685,930	0.01	0.00
1983(P)	19	4	15	2,762,000	0.01	0.00

* Includes accidents involving deregulated all-cargo air carriers and commercial operators of large aircraft when those accidents occurred during scheduled 14 CFR 121 operations.

¹ Rounded to 0.00.

(P) Preliminary.

(R) Revised.

NOTE: Sabotage accidents occurring 9/8/74 and 8 11/82 included in all computations except rates.

Source: National Transportation Safety Board.

TABLE 9.4*

AIRCRAFT ACCIDENTS, FATALITIES AND ACCIDENT RATES
U.S. GENERAL AVIATION FLYING

1974 - 1983

(ALL OPERATIONS OTHER THAN THOSE OPERATING UNDER 14 CFR 121 OR 14 CFR 135)

Year	Accidents		Fatalities	Aircraft Hours Flown (000)	Accident Rates 100,000 Aircraft Hours	
	Total	Fatal			Total	Fatal
1974	4,234	689 ^a	1,327	27,774	15.2	2.47
1975(R)	4,001	636 ^a	1,258	28,799	13.9	2.20
1976	4,005	662 ^a	1,226	30,476	13.2	2.17
1977	4,069	663 ^a	1,280	31,578	12.9	2.10
1978	4,223	721 ^a	1,558 ^b	34,887	12.1	2.06
1979	3,800	638 ^a	1,237	38,641	9.9	1.65
1980	3,594	622 ^a	1,252	36,402	9.9	1.71
1981	3,504	654 ^a	1,282	36,803	9.5	1.78
1982	3,276	578	1,161	32,095	10.0	1.79
1983(P)	3,091	548	1,049	32,766	9.4	1.67

* Formerly Table 9.10.

^a Suicide/sabotage accidents are included in all computations except for rates (1974-2, 1975-2, 1976-4, 1977-1, 1978-2, 1979-0, 1980-1, 1981-0, 1982-3).

^b Includes air carrier fatalities (1978-142) when in collision with general aviation aircraft.

(P) Preliminary.

(R) Revised.

NOTE: The current table is completely revised by the National Transportation Safety Board.

Source: National Transportation Safety Board.

TABLE 9.5*

AIRCRAFT ACCIDENTS, FATALITIES AND ACCIDENT RATES
 COMMUTER AIR CARRIERS: 1979 - 1983
 (U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)**
 ALL SCHEDULED SERVICE

	1979	1980	1981(R)	1982(R)	1983(P)
Accidents					
Total	52	38	31	27	17
Fatal	15	8	9	5	2
Fatalities	66	37	34	14	11
Aircraft Hours Flown (000) ¹	1,170	1,176	1,241	1,300	1,378
Aircraft Miles Flown (000) ¹	192,493	192,200	193,001	222,355	234,029
Departures ¹	1,883,705	1,776,999	1,835,144	2,027,000	2,166,000
Accident Rate Per 100,000 Hours Flown ²					
Total	4.44	3.23	2.50	2.08	1.23
Fatal	1.28	0.68	0.73	0.38	0.15
Accident Rate Per Million Miles Flown ²					
Total	0.27	0.20	0.16	0.12	0.07
Fatal	0.08	0.04	0.05	0.02	0.01
Accident Rate Per 100,000 Departures ²					
Total	2.76	2.14	1.69	1.33	0.78
Fatal	0.80	0.45	0.49	0.25	0.09

* Formerly Table 9.11.

** Includes accidents involving all-cargo air carriers when those accidents occurred during 14 CFR 135 operations. All cargo air carriers no longer meet the CAB definition for "Commuters". May also include accidents involving carriers whose FAA operating specifications permit scheduled revenue operations under 14 CFR 135, but who have not received a CAB fitness determination.

¹ Exposure data estimates from CAB.

² Rates are based on all accidents including some involving operators not reporting traffic data to the CAB.

(P) Preliminary.

(R) Revised.

Source: National Transportation Safety Board.

TABLE 9.6*

AIRCRAFT ACCIDENTS, ACCIDENT RATES, AND FATALITIES
 COMMUTER AIR CARRIERS: 1975 - 1983
 (U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)**
 ALL SCHEDULED SERVICE

Year	Number of Accidents		Aircraft Miles Flown ¹ (000)	Accident Rate Per Million Aircraft Miles Flown ²		Fatalities
	Total	Fatal		Total Accidents	Fatal Accidents	
1975	48	12	160,466	0.30	0.07	28
1976	35	9	171,472	0.20	0.05	27
1977	44	9	201,282	0.22	0.04	32
1978	61	14	226,187	0.27	0.06	48
1979	52	15	192,493	0.27	0.08	66
1980	38	8	192,200	0.20	0.04	37
1981(R)	31	9	193,001	0.16	0.05	34
1982(R)	27	5	222,355	0.12	0.02	14
1983(P)	17	2	234,029	0.07	0.01	11

* Formerly Table 9.12.

** Includes accidents involving all-cargo air carriers when those accidents occurred during 14 CFR 135 operations. All cargo air carriers no longer meet the CAB definition for "Commuters". May also include accidents involving carriers whose FAA operating specifications permit scheduled revenue operations under 14 CFR 135, but who have not received a CAB fitness determination.

¹ Exposure data estimates from CAB.

² Rates are based on all accidents including some involving operators not reporting traffic data to the CAB.

(P) Preliminary.

(R) Revised.

Source: National Transportation Safety Board.

TABLE 9.7

FATAL ACCIDENTS, FATALITIES--ALL SCHEDULED SERVICE
 COMMUTER AIR CARRIERS: 1983
 (U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)
 (PRELIMINARY DATA)

Location	Operator	Date	Service	Aircraft	Total	Fatalities			Total Aboard	Reported Type of Accident
						Passenger	Crew	Others		
San Francisco, CA	Wings West Airlines	1/9	Psg	Beech C-99	1	0	0	1	10	Ground crewman walked into propeller.
Peach Springs, AZ	Las Vegas Airlines	8/17	Psg	Piper PA-31	10	9	1	0	10	Struck side of the Grand Canyon while sightseeing.

TABLE 9.8*
1983 AIRLINES
(AIR CARRIERS OPERATING UNDER 14 CFR 121)
ACCIDENTS, FATALITIES, AND RATES
-PRELIMINARY DATA-

	Scheduled	Unscheduled
<u>Accidents</u>		
Total	19	4
Fatal	4	1
<u>Fatalities</u>	15	7
<u>Aircraft Hours Flown (000)</u>	6,534	256
<u>Departures (000)</u>	4,940	122
<u>Accident Rate Per 100,000</u>		
<u>Hours Flown¹</u>		
Total	0.29	1.56
Fatal	0.06	0.39
<u>Accident Rate Per 100,000</u>		
<u>Departures</u>		
Total	0.39	3.28
Fatal	0.08	0.82

* Formerly Table 9.14.

¹ Rounded to 0.00.

Source: National Transportation Safety Board.

Exposure data estimate source: CAB and FAA.

TABLE 9.9*

ACCIDENTS, FATALITIES, AND RATES
AIRLINES: 1979 - 1983
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 121)
ALL SCHEDULED SERVICE**

	1979	1980	1981(R)	1982(R)	1983(P)
<u>Accidents</u>					
Total	24	15	25	16	19
Fatal	4	0	4	5	4
<u>Fatalities</u>	351	0	4	235	15
<u>Aircraft Hours Flown</u> <u>(000)¹</u>	6,700	6,798	6,571	6,400	6,534
<u>Aircraft Miles Flown</u> <u>(000)¹</u>	2,736,129	2,816,303	2,703,219	2,685,930	2,762,000
<u>Departures¹</u>	5,379,852	5,352,927	5,211,867	4,918,207	4,940,000
<u>Accident Rate Per</u> <u>100,000 Hours Flown</u>					
Total	0.36	0.22	0.38	0.23	0.29
Fatal	0.06	0.00	0.06	0.06	0.06
<u>Accident Rate Per</u> <u>Million Miles Flown</u>					
Total	0.01	0.01	0.01	0.01	0.01
Fatal ²	0.00	0.00	0.00	0.00	0.00
<u>Accident Rate Per</u> <u>100,000 Departures</u>					
Total	0.45	0.28	0.48	0.31	0.39
Fatal	0.07	0.00	0.08	0.08	0.08

* Formerly Table 9.15.

** Includes accidents involving deregulated all cargo air carriers and commercial operators of large aircraft when those accidents occurred during scheduled 14 CFR 121 operations.

¹ Exposure Data Estimate Source: CAB.

² Rounded to 0.00.

(R) Revised.

(P) Preliminary.

NOTE: Sabotage accident occurring 8/11/82 is included in all computations except rates.

TABLE 9.10*

ACCIDENTS, FATALITIES, AND RATES
 ON-DEMAND AIR TAXIS: 1979 - 1983
 (U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)
 NONSCHEDULED OPERATIONS

Year	Number Of Accidents		Fatalities	Aircraft Hours Flown ¹ (000)	Accident Rate Per 100,000 Aircraft Hours Flown	
	Total	Fatal			Total Accidents	Fatal Accidents
1975	152	24	69	2,526	6.02	0.95
1976	137	31	100	2,703	5.07	1.15
1977	158	31	118	3,304	4.78	0.94
1978	198	54	155	3,546	5.58	1.52
1979	160	30	77	3,684	4.34	0.81
1980	170	45	103	3,618	4.70	1.24
1981(R)	157	40	94	2,896	5.42	1.38
1982(R)	133	30	70	3,257	4.08	0.92
1983(P)	141	28	60	3,102	4.55	0.90

* Formerly Table 9.16.

¹ Source of Estimate: FAA.

(P) Preliminary.

(R) Revised.

Source: National Transportation Safety Board.

TABLE 9.11*

COMPARATIVE ACCIDENT DATA: 1973 - 1982
(PASSENGER FATALITIES PER 100 MILLION PASSENGER-MILES)

Year	Passenger Automobiles and Taxis	Buses	Railroad Passenger Trains	Domestic Scheduled Air Transport Planes
1973	1.70	.24	.07	.10
1974	1.50	.21	.07	.12
1975	1.40	.15	.08	.08
1976	1.34	.17	.05	.003
1977	1.33	.13	.04	.04
1978	1.30	.17	.13	.01
1979	1.31	.15	.05	.12
1980	1.32	.15	.04	.01
1981	(NA)	(NA)	(NA)	(NA)
1982	(NA)	(NA)	(NA)	(NA)

* Formerly Table 9.13.

(NA) Due to changes in reporting procedures and requirements in the Federal government, passenger mileage estimates for rail and air travel are no longer available. Therefore it is no longer possible to calculate comparable passenger-mileage death rates for the four modes of transportation.

NOTE: This will be the last year this table will appear in the Handbook.

Source: National Safety Council's "Accident Facts".

X. AERONAUTICAL PRODUCTION AND IMPORTS/EXPORTS

The aircraft production information presented in this chapter was obtained from the Bureau of Census: Complete Aircraft Plant Report (Form M37G). The shipment data shows the number of civil aircraft shipped by the United States manufacturers and includes both aircraft shipped within the United States and those exported.

Import and export data were obtained from the Aerospace Industries Association of America, Inc. and were based on Bureau of the Census data from special monthly compilation of Annual Reports 246 and 446, respectively.

TABLE 10.1

TOTAL CIVIL AIRCRAFT PRODUCTION, WEIGHT, AND COST
CALENDAR YEARS 1974 - 1983

Calendar Year	Number of Aircraft ¹	Airframe Weight (000 lbs.)	Value Complete Units (\$000)	Average Unit Cost
1974	15,117	64,285	4,967,752	328,620
1975	15,196	60,393	3,745,153	246,457
1976	16,446	52,110	3,486,841	212,018
1977	17,605	45,398	4,666,245	265,052
1978	17,397	52,060	8,208,728	471,847
1979	17,924	77,327	11,047,147	616,332
1980	11,777	97,068	13,043,076	1,107,504
1981	10,114	89,076	13,195,029	1,304,630
1982(R)	4,053	44,383	8,639,782	2,127,507
1983(P)	3,586	47,329	10,167,735	2,070,862

¹ Represents fixed wing (powered) aircraft only.
(P) Preliminary.
(R) Revised.

Source: U.S. Department of Commerce, Bureau of the Census, Industry Division.

TABLE 10.2
NUMBER OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT
1974 - 1983

Item	1974	1975	1976	1977	1978	1979	1980	1981	1982(R)	1983(P)
Complete Civil Aircraft	15,070	15,086	16,641	18,159	18,882	17,924	13,130	11,067	4,669	3,217
Fixed Wing	14,261	14,248	15,820	17,175	18,049	16,883	11,777	10,114	4,055	2,784
Single Engine	(NA)	(NA)	(NA)	(NA)	14,382	13,044	8,175	6,825	2,546	1,697
Multiengine	(NA)	(NA)	(NA)	(NA)	3,667	3,839	3,602	3,289	1,509	1,087
Rotorcraft	809	838	821	984	833	1,041	1,353	953	614	433
Other Aircraft	(NA)	(NA)	(NA)	(NA)	(D)	(NA)	(D)	(D)	(D)	(D)
Balloons, Dirigibles, Airships	(NA)	(NA)	(NA)	(NA)	(D)	(NA)	(D)	(D)	(D)	(D)
Gliders	(NA)	(NA)	(NA)	(NA)	(D)	(NA)	(D)	(D)	(D)	(D)
Other	(NA)	(NA)	(NA)	(NA)	(D)	(NA)	(D)	(D)	(D)	(D)

(D) Data withheld to avoid disclosing figures for individual companies.

(NA) Data not available.

(P) Preliminary Data.

(R) Revised.

Source: "Current Industrial Reports: Complete Aircraft and Aircraft Engines," M37G-13;
Department of Commerce, Bureau of the Census.

TABLE 10.3
NUMBER OF U.S. IMPORTS OF AEROSPACE PRODUCTS
1977 - 1983

	1983	1982	1981	1980	1979	1978	1977
Aircraft Used or Rebuilt, Civil	181	186	160	100	97	93	111
Helicopters, Civil	100	184	213	177	91	78	56
Aircraft, Single-Engine, Civil	6	23	9	6	3	6	(*)
Aircraft, Multiengine Under 4400 lbs., Civil	18	13	2	6	5	47	(*)
Aircraft, Multiengine, 4,400 to 10,000 lbs., Civil	52	87	123	119	86	87	74
Aircraft, Multiengine, 10,000 to 33,000 lbs., Civil	86	151	218	156	102	50	48
Aircraft, Multiengine, Over 33,000 lbs., Civil	7	8(R)	8	16	9	5	15
Balloons, and Airships, Civil	0	0	0	0	0	0	0
Gliders, Civil	229	200	119	73	--	--	--

(*) Number included in total for multiengine, 4400 to 10,000 lbs.

(R) Revised.

Source: Aerospace Industries Association, Inc. based on Bureau of the Census data from special monthly compilation of Annual Report, FT-410.

TABLE 10.4
NUMBER OF U.S. EXPORTS OF AEROSPACE PRODUCTS
1977 - 1983

	1983	1982	1981	1980	1979	1978	1977
Aircraft Used or Rebuilt, Civil	224	242	501	494	578	449	477
Aircraft Helicopter, New, Under 2200 lbs., Civil	141	162	268	335	294	243	233
Aircraft, Helicopter, New, Over 2200 lbs., Civil	75	92	185	190	165	125	88
Aircraft, Single-Engine, New Civil	279	539	1,800	2,172	2,821	2,640	2,664
Aircraft, Multiengine, New, Under 4400 lbs., Civil	106	167	371	546	645	455	273
Aircraft, Multiengine, New, Over 4400 lbs., Under 10,000 lbs., Civil	112	209	426	432	360	339	(*)
Aircraft, Multiengine, New, Over 10,000 lbs., Under 33,000 lbs., Civil	22	25	20	28	52	37	532
Aircraft, Passenger, New, Over 33,000 lbs., Civil	122	110	236	215	172	99	83
Aircraft, Cargo, New, Over 33,000 lbs., Civil	2	6	7	8	13	3	4
Aircraft Other, New, Over 33,000 lbs., Including Combinations, Civil	5	5	12	14	15	9	14
Aircraft Other, New, Including Balloons, Gliders & Kites, Civil	0	0	0	0	0	0	(NA)

(*) Number included in total for multiengine, over 10,000 lbs, under 33,000 lbs.
(NA) Data for this category not available for 1977.

Source: Aerospace Industries Association, Inc. based on Bureau of the Census data from special monthly compilation of Annual Report, FT-446.

COMMON ACRONYMS

AAS	Airport Advisory Service
ADF	Automatic Direction Finder
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASR	Airport Surveillance Radar
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
CAB	Civil Aeronautics Board
CS/T	Combined Station/Tower
DME	Distance Measuring Equipment
DVFR	Defense Visual Flight Rules
FAR	Federal Aviation Regulation
FSS	Flight Service Station
ICAO	International Civil Aviation Organization (Montreal, Canada)
IFR	International Flight Rules
IFSS	International Flight Service Station
ILS	Instrument Landing System
LRNAV	Long Range Navigation
MLS	Microwave Landing ystem
NAS	National Airspace System
NAVAIDS	Navigation Aids
NOTAMS	Notice to Airmen
NTSB	National Transportation Safety Board
RNAV	Area Navigation
VFR	Visual Flight Rules
VHR	Very High Frequency
VOR	Very High Frequency Omnidirectional Radio Range

GLOSSARY

Active Aircraft--All legally registered civil aircraft which flew one or more hours.

Aerial Application--See Primary Use.

Aerial Observation--See Primary Use.

Air Carriers--The commercial system of air transportation consisting of the certificated route air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

- o Certificated route air carrier--An air carrier holding a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board authorizing the performance of scheduled service over specified routes, and a limited amount of nonscheduled service.
- o Air taxi--The classification of air carriers which transports persons, property, and mail using small aircraft (under 30 seats or a maximum payload capacity of less than 7,500* pounds). An air taxi does not hold a Certificate of Public Convenience and Necessity nor economic authority as issued by the Civil Aeronautics Board.
- o Commuter air carrier--an air taxi which performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week, and points between which such flights are performed.
- o Supplemental air carrier--An air carrier which holds a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board, authorizing performance of passenger and cargo charter services supplementing the scheduled service of the certificated route air carriers. Both international and domestic charter operations are for a temporary period. The authority of supplemental air carriers to engage in military charters is of an indefinite period. In addition, they can perform on an emergency basis, as may be authorized by the Civil Aeronautics Board, scheduled operations including the transportation of individually ticketed passengers and individually waybilled cargo.
- o Commercial operator--a person who, for compensation or hire, engages in the carriage of aircraft in air commerce of persons or property other than as an air carrier or foreign air carrier.
- o Commercial operator of large aircraft--commercial operator operating aircraft of more than 12,500 pounds maximum certificated takeoff weight.

* Corrected number; previous publications in error.

- o Air Travel Club--a person who engages in the carriage by airplanes of persons who are required to qualify for that carriage by payment of an assessment, dues, membership fee, or other similar types of remittance.

Aircraft Accident--As defined by the National Transportation Safety Board, it is "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage."

- o Fatal Injury means any injury which results in death within 7 days of the accident.
- o Operator means any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.
- o Serious Injury means any injury which (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; (4) involves injury to any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
- o Substantial damage:
 - (1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.
 - (2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes or wingtips are not considered substantial for the purpose of this part.

Aircraft Contacted--Aircraft with which the flight service stations (FSS) have established radio communications contact. One count is made for each en route, landing, or departing aircraft contacted by an FSS regardless of the number of contacts made with an individual aircraft during the same flight. A flight contacting five FSS's would be counted as five aircraft contacted.

Aircraft Handled--See IFR Aircraft Handled.

Aircraft Operation--The airborne movement of aircraft in controlled or noncontrolled airport terminal areas and about given en route fixes or at other points where counts can be made. There are two types of operations--local and itinerant.

- o Local operations are performed by aircraft which:
 - (a) Operate in the local traffic pattern or within sight of the airport.
 - (b) Are known to be departing for, or arriving from, flight in local practice areas within a 20-mile radius of the airport.
 - (c) Execute simulated instrument approaches or low passes at the airport.
- o Itinerant operations are all aircraft operations other than local operations.

Aircraft Type--A term used in this publication in grouping aircraft by basic configuration--fixed-wing, rotorcraft, glider, dirigible, and balloon.

Air Defense Identification Zone--The area of airspace over land or water within which the ready identification, the location, and the control of aircraft are required in the interest of national security.

Airline Transport Pilot--See Pilot.

Airman--A pilot, mechanic, or other licensed aviation technician.

Airman Certificate--A document issued by the Administrator of the Federal Aviation Administration certifying that the holder complies with the regulations governing the capacity in which the certificate authorizes the holder to act as an airman in connection with aircraft.

Airport--An area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any.

Airport Advisory Service (AAS)--A service provided by flight service stations at airports not served by a control tower. This service consists of providing information to landing and departing aircraft concerning wind direction and velocity, favored runway, altimeter setting, pertinent known traffic, pertinent known field conditions, airport taxi routes and traffic patterns, and authorized instrument approach procedures.

Airport Surveillance Radar (ASR)--Radar providing position of aircraft by azimuth and range data. ASR does not provide elevation data. It is designed for range coverage up to 60 nautical miles and is used by terminal area air traffic control.

Airport Traffic--Aircraft operating in the air or on an airport surface exclusive of loading ramps and parking areas.

Airport Traffic Control Service--Air traffic control service provided by an airport traffic control tower for aircraft operating on the movement area and in the vicinity of an airport.

Airport Traffic Control Tower (ATCT)--A central operations facility in the terminal air traffic control system, which consists of a tower cab structure, including an associated IFR room if radar equipped, and uses air/ground communications, radar, visual signaling, and other devices to provide safe and expeditious movement of terminal air traffic.

Airports Grants-in-Aid Program--A grant of funds by the Secretary of Transportation under the Airport & Airway Improvement Act of 1982 to a sponsor for the accomplishment of one or more projects.

- o Project--Projects (or separate projects submitted together) for the accomplishment of airport development or airport planning, including the combined submission of all projects which are to be undertaken at an airport in a fiscal year.
- o Sponsor--Any private owner of a public-use airport OR any public agency (either individually or jointly with other public agencies) that submit to the Secretary of Transportation, in accordance with the Airport & Airway Improvement Act of 1982, an application for financial assistance.
- o Primary Airports--A commercial service airport which is determined to have .01 percent or more of the total number of passengers enplaned annually at all commercial service airports.
- o Commercial Airports--(also known as commercial service airports)--A public airport which is determined to enplane annually 2,500 or more passengers and receive scheduled passenger service of aircraft.
- o Reliever Airports--An airport designated as having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community.
- o General Aviation Airports--(also known as public airports)--Any airport which is used or to be used for public purposes, under the control of a public agency, the landing area of which is publicly owned.
- o System Planning--(also known as integrated airport system planning)--The initial, as well as continuing development for planning purposes of information and guidance to determine the extent, type, nature, location, and timing of airport development needed in a specific area to establish a viable balanced, and integrated system of public-use airports.

Airports of Entry--Aircraft may land at these airports without prior permission to land from U.S. Customs.

Air Route Traffic Control Center (ARTCC)--A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace, and principally during the en route phase of flight.

Air Taxi--See Air Carrier and Primary Use.

Air Traffic Control (ATC)--A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

Air Traffic Control Facility--A facility which provides air traffic control services located in the U.S., its possessions and territories, and in foreign countries especially established by international agreement.

Air Traffic Hub--Air traffic hubs are not airports; they are the cities and Standard Metropolitan Statistical Areas requiring aviation services. Communities fall into four classes as determined by each community's percentage of the total enplaned passengers in scheduled service of the fixed-wing operations of the domestic certificated route air carriers in the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration.

- o Large air traffic hub--a community enplaning 1.00 percent or more of the total enplaned passengers.
- o Medium air traffic hub--a community enplaning from 0.25 to 0.99 percent of the total enplaned passengers.
- o Small air traffic hub--a community enplaning from 0.05 to 0.24 percent of the total enplaned passengers.
- o Nonhub--a community enplaning less than 0.05 percent of the total enplaned passengers.

Air Travel Club--See Air Carrier.

All-Cargo Carrier (418)--One of a class of air carriers holding an All Cargo Air Service Certificate issued under section 418 of the Federal Aviation Act and certificated in accordance with FAR 121 to provide domestic air transportation of cargo.

All-Cargo Carrier--One of a class of air carriers holding temporary Certificates of Public Convenience and Necessity issued by the Civil Aeronautics Board, which authorizes the performance of scheduled air freight, express, and mail transportation over specified routes, as well as nonscheduled operations which may include passengers.

Altitude Encoding (Automatic Altitude Reporting)--An aircraft altitude transmitted via the Mode C transponder feature that is visually displayed in 100 feet increments on the ground radar scope having readout capability.

American Flag Carrier--See U.S. Flag Carrier.

Approach Control Facility--A terminal area traffic control facility providing approach control service.

Approach Control Service--Air traffic control service provided by an approach control facility for arriving and departing aircraft and, on occasion, tower en route control service.

Area Navigation (RNAV)--A method of using navigation instruments that allows pilots flexibility to fly direct routes between waypoints or offset from published or established routes/airways at specified distance and direction.

Automatic Direction Finder (ADF)--An aircraft radio navigation system which senses and indicates the direction to a nondirectional radio beacon ground transmitter. Direction is indicated to the pilot as a magnetic bearing or as a relative bearing to the longitudinal axis of the aircraft.

Automatic Pilot--An aircraft can be controlled about the roll, pitch, and yaw axis by use of an automatic pilot. Information from VOR, ILS, MLS, and other navigation aids can be coupled to the automatic pilot for en route and approach flights.

Business Transportation--See Primary Use.

Certificated Route Air Carrier--See Air Carrier.

Combined Station Tower--A combined facility (see Airport Traffic Control Tower and Flight Service Station).

Commercial Operator--See Air Carrier.

Commercial Pilot--See Pilot.

Commuter Air Carrier--See Air Carrier or Primary Use.

Controlled Airspace--Airspace control area designated as a continental control area, control zone, terminal control area, or transition area, within which some or all aircraft may be subject to air traffic control.

Defense Visual Flight Rules (DVFR)--A flight within an Air Defense Identification Zone conducted under the visual flight rules in Federal Aviation Regulation, Part 99.

Distance Measuring Equipment (DME)--Airborne and ground equipment used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.

Domestic Operations--In general, operations within and between the 50 States, and the District of Columbia.

Executive Transportation--See Primary Use.

Express (Air)--Property transported by air under published air express tariffs filed with the Civil Aeronautics Board.

Flight Advisory Service--Advice and information provided by a facility to assist pilots in the safe conduct of flight and aircraft movement.

Flight Plan--Specified oral or written information about the intended flight of an aircraft that is filed with air traffic control.

Flight Service Station (FSS)--Air Traffic Service facilities within the National Airspace System (NAS) which provide preflight pilot briefings and en route communications with VFR flights, assist lost IFR/VFR aircraft, assist aircraft having emergencies, relay Air Traffic Control clearances, originate, classify, and disseminate Notices to Airmen, broadcast aviation weather and NAS information, receive the close flight plans, monitor radio NAVAIDS, notify search and rescue units of missing VFR aircraft, and operate the national weather teletypewriter system. In addition, at selected locations, FSSs take weather observations, issue airport advisories, administer airmen written examinations, and advise Customs and Immigration of across-the-border flights.

Flight Services--The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted. See Tables 2.6 and 2.14.

Foreign Flag Air Carrier--An air carrier other than a U.S. flag air carrier engaged in international air transportation (see also U.S. Flag Carrier).

Foreign Mail--Mail transported outside the United States by U.S. flag carriers for a foreign government.

General Aviation--That portion of civil aviation which encompasses all facets of aviation except air carriers.

Glide Slope--See Instrument Landing System.

Heliport--An area of land, water, or any structure used or intended to be used for the landing and takeoff of helicopters.

Hub--See Air Traffic Hub.

IFR Aircraft Handled--The number of IFR departures multiplied by two plus the number of IFR overs. This definition assumes that the number of departures (acceptances, extensions, and originations of IFR flight plans) is equal to the number of landings (IFR flight plans closed).

IFR Departure--An IFR departure includes IFR flights originating in a center's area, accepted by the center under SOLE EN ROUTE clearance procedures, and extended by the center.

IFR Over--An IFR flight that originates outside the ARTCC area and passes through the area without landing.

Inactive Aircraft--All legally registered civil aircraft which flew zero hours.

Industrial/Special--See Primary Use.

Instructional Flying--See Primary Use.

Instrument Approach--An approach to an airport, with intent to land, by an aircraft flying in accordance with an IFR flight plan, when the visibility is less than 3 miles and/or when the ceiling is at or below the minimum initial altitude.

Instrument Flight Rules (IFR)--Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

Instrument Landing System (ILS)--A precision instrument approach system which normally consists of the following electronic and visual aids:

- o Localizer--Provides course guidance to the runway.
- o Glide Slope--Provides vertical guidance during approach.
- o Marker Beacon--Provides aural and/or visual identification of a specific position along an instrument approach landing.

Instrument Operation--An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility or air route traffic control center.

International Flight Service Station (IFSS)--A central operations facility in the flight advisory system, staffed and equipped to control aeronautical point-to-point telecommunications, and air/ground telecommunications with pilots operating over international territory or waters, which provides flight plan following, weather information, search and rescue action, and other flight assistance operations.

International Operations--In general, operations outside the territory of the U.S., including operations between the U.S. and foreign countries, and the U.S. and its territories or possessions. Includes both the combination passenger/cargo carrier and the all-cargo carriers engaged in international and territorial operations.

Itinerant Operation--See Aircraft Operation.

Jet Route--A route designed to serve aircraft operations from 18,000 feet to 45,000 feet.

Landing Rights Airports--Any aircraft may land at one of these airports after securing prior permission to land from U.S. Customs.

Large Air Traffic Hub--See Air Traffic Hub.

Localizer--See Instrument Landing System.

Local Operation--See Aircraft Operation.

Long Range Navigation--A method of navigation that permits navigation over long distances. This is in contrast to the relatively short range navigation provided by the VOR system.

Marker--See Instrument Landing System.

Medium Air Traffic Hub--See Air Traffic Hub.

Microwave Landing System (MLS)--An instrument landing system operating in the microwave spectrum which provides lateral and vertical guidance to aircraft having compatible avionics equipment.

Mode C--See Altitude Encoding.

Nondirectional Radio Beacon--A radio beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine headings to or from the radio beacon and "home" on a track to or from the station.

Nonhub--See Air Traffic Hub.

Notice to Airmen--A notice containing information concerning the establishment, condition or change in any component of, or hazard in the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.

Other--See Primary Use.

Other Work Use--See Primary Use.

Over--See IFR Over.

Passenger/Cargo Air Carrier--One of a class of air carriers holding Certificates of Public Convenience and Necessity issued by the Civil Aeronautics Board, authorizing the performance of scheduled air transportation of passengers and property over specified routes.

Personal Flying--See Primary Use.

Pilot--

- o Student Pilot--A student pilot may not operate an aircraft that is carrying a passenger or that is carrying property for compensation or hire.
- o Private Pilot--A private pilot may not act as a pilot-in-command of an aircraft that is carrying passengers for compensation or hire nor may a private pilot act as pilot-in-command for compensation or hire.
- o Commercial Pilot--A commercial pilot may act as pilot-in-command of an aircraft carrying passengers for compensation or hire and act as pilot-in-command of an aircraft for compensation or hire.
- o Airline Transport Pilot--An airline transport pilot may act as a pilot-in-command of an aircraft engaged in air carrier service.

Pilot Briefing--Information furnished a pilot to assist in flight planning. Principal items are weather conditions, notices to airmen, routes, and preparation and handling of the flight plan.

Positive Control--Control of all air traffic, within designated airspace, by air traffic control.

Primary Use--The use category in which an aircraft flew the most hours. The eleven use categories are defined below:

- o Aerial Application--Any use of an aircraft for work purposes which concerns the production of foods, fibers, and health control in which the aircraft is used in lieu of farm implements or ground vehicles for the particular task accomplished. This includes fire fighting operations, the distribution of chemicals or seeds in agriculture, reforestation, or insect control.
- o Aerial Observation--Any use of an aircraft for aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, or sightseeing; not included under Part 135.
- o Commuter Air Carrier--An air taxi that performs at least five scheduled round trips per week between two or more points or carries mail.
- o Demand Air Taxi--Use of an aircraft operating under Federal Aviation Regulations, Part 135, passenger and cargo operations, including charter and excluding commuter air carrier.
- o Business Transportation--Use of an aircraft not for compensation or hire by individuals for the purposes of transportation required by business in which they are engaged.
- o Executive/Corporate Transportation--Any use of an aircraft by a corporation, company, or other organization for the purposes of transporting its employees and/or property not for compensation or hire, and employing professional pilots for the operation of the aircraft.

- o Instructional Flying--Any use of an aircraft for the purpose of formal instruction with the flying instructor aboard, or with the maneuvers on the particular flight(s) specified by the flight instructor; excludes proficiency flying.
- o Personal Flying--Any use of an aircraft for personal purposes not associated with a business or profession, and not for hire. This includes maintenance of pilot proficiency.
- o Rental Aircraft--Aircraft owned for the purpose of renting; commercial flying club, leased, and rental aircraft activity.
- o Other Work Use--Any aircraft used for construction work (not included under Part 135), helicopter, hoist, towing gliders, or parachuting.
- o Other--Any other use of an aircraft not included above. (Example: experimentation, R&D, testing, demonstration, government)

Private Pilot--See Pilot.

Private-Use Airport--An airport which is not open for the use of the general public.

Privately Owned Airport--An airport which is owned by a private individual or corporation.

Publicly Owned Airport--An airport which is publicly-owned and under control of a public agency.

Public-Use Airport--An airport open to the public without prior permission, and without restrictions within the physical capacities of available facilities. May or may not be publicly owned.

Radar Altimeter--Aircraft instrument that makes use of the reflection of radio waves from the ground to determine the height of the aircraft above the surface.

Registered Aircraft--Aircraft registered with the Federal Aviation Administration.

Rental Aircraft--See Primary Use.

RNAV--See Area Navigation.

Small Air Traffic Hub--See Air Traffic Hub.

Stolport--An airport specifically designed for STOL (Short Take-off and Landing) aircraft, separate from conventional airport facilities.

Student Pilot--See Pilot.

Supplemental Air Carrier--See Air Carrier.

Terminal Area--A general term used to describe airspace in which approach control service or airport traffic control service is provided.

Tower--See Airport Traffic Control Tower.

Transponder--The airborne radar beacon receiver/transmitter portion of the Air Traffic Control Beacon System that automatically receives radio signals from interrogators on the ground and selectively replies with specific reply pulse-on-pulse group, only to those interrogations being received on the mode to which it is set to respond. Each aircraft transponder is capable of replying to 4,096 codes as selected by the pilot. Provides the air traffic controller positive location and, in some cases, altitude information.

U.S. Flag Carrier or American Flag Carrier--One of a class of air carriers holding a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board, approved by the President, authorizing scheduled operations over specified routes between the United States (and/or its territories) and one or more foreign countries. (See also Foreign Flag Air Carrier.)

VFR Flight--Flight conducted in accordance with Visual Flight Rules.

VHF Communications--Provides radio voice communications between aircraft and ground stations, also between aircraft. Very High Frequency (VHF) is limited in range (line of sight) and usually used for air traffic communications.

VOR--Very high frequency omnidirectional radio range. Used as the basis for navigation in the National Airspace System.

VORTAC--A navigation aid providing azimuth and distance measuring equipment at one site.

Weather Radar--Provides the flight crew with visual display of weather that could contain turbulence. The system's primary function is to assist in turbulence avoidance, although most airborne radar systems are also capable of terrain mapping.

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